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HONGKONG, SATURDAY, OCTOBER 4th, 1924 六拜禮

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Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27
Yauwalei ... dep.	6.51	9.25	10.38	12.09	1.27	4.45	5.37
Shatin ... dep.	7.03	9.37	10.50	12.21	1.39	4.55	5.50
Taipo ... dep.	7.17	9.51	11.04	12.34	1.52	5.08	6.03
Fanling ... dep.	7.29	9.63	11.16	12.46	1.54	5.20	6.15
Shum Shu ... dep.	7.44	10.19	11.29	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Shum Shu ... dep.	7.29	8.06	10.37	11.40	2.58	4.36	5.12
Shum Shu ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19
Fanling ... dep.	7.38	8.18	10.48	11.51	3.10	4.49	5.23
Taipo ... dep.	7.48	8.29	10.58	12.02	3.21	5.01	5.33
Shatin ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37
Yauwalei ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50
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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ... dep.	7.45	11.30	2.50	5.30	Shatin ... dep.	8.59	10.15	1.05	4.00
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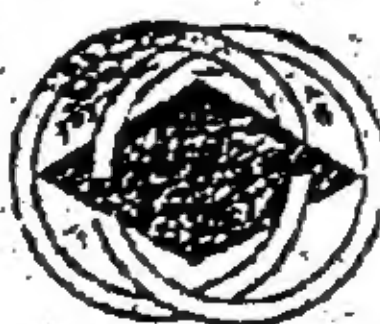
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THE CHURCH AND MIRACLES.

INTERESTING DISCUSSION AT OXFORD.

"ST. JOAN" QUOTED.

Mr. Shaw's reference to miracles in "St. Joan" was prominently quoted on August 30th, at the Conference of Modern Churchmen at Oxford, in a paper read by the Rev. J. C. Hardwick, vicar of Partington, Cheshire, on "The Miraculous."

"A miracle," says the Archbishop in "St. Joan" (Mr. Hardwick quoted), "is an event which creates faith. That is the purpose and nature of miracles. They may seem very wonderful to the people who witness them, and very simple to those who perform them. That does not matter; if they confirm or create faith they are true miracles."

"Perhaps we may be pardoned," Mr. Hardwick remarked, "for doubting if this correctly represents the view of the fifteenth-century prelate, at least if he were familiar with the works of St. Thomas Aquinas, who took a different and a more sophisticated view. But it does represent very exactly the attitude of the New Testament writers, for whom a miracle is an exceptional event, which attracted attention to the personality of a great man, which helped to authenticate his message, to give evidence for his words, and to create faith in an event which creates faith, and probably it is historically true that the New Testament miracles seemed simple enough to those who performed them, while for those who saw them they were clear evidence of the power of God, or (in certain cases), of Beelzebub, working in the performer."

To hold that "the New Testament writers regarded miracles as a breach of natural law was to be guilty, he pointed out, of an anachronism, and to misunderstand their attitude entirely. Phenomena could not be attributed to the breach of a law the existence of which is not recognised. To the New Testament writers a miracle was merely an unusual familiar event, which was attributed to angels, spirits, demons, or divine beings. It was no breach of law, for there were no laws to break. The essence of a miracle lay in its unfamiliarity or its portentousness."

A CHANGE OF VIEW.

Miracles were not brought to an end with the New Testament period; they continued as long as the mentality which produced them prevailed. The first notable change was to be discovered in the writings of St. Thomas Aquinas, in which miracles are regarded as being contrary to, or outside of, created nature. The contrast between "the New Testament writers and St. Thomas was far greater than between St. Thomas and ourselves, and yet between St. Thomas and men of science to-day there was an important difference: for natural science could not admit the concept of the supernatural, because it stultified its methods: it seemed to introduce an incalculable factor that rendered abortive the tested and reliable methods of research."

Hence, with the supernatural the man of science could make no terms. An attitude such as science adopts leaves no room for the supernatural, and certainly no room for miracles in the Thomist sense, and the question had to be faced whether it has any room for an incarnation in the traditional Christian sense, involving something coming in from the outside.

The belief in miracles in the orthodox sense had declined to a remarkable extent during the past two generations, and it would continue to decline in all probability.

MIRACLES AND MODERN PHENOMENA.

In the course of a brief discussion on this paper, Miss Dallas stepped on to the sub-platform to put forward the view "that this question of miracles cannot be understood or valued rightly unless we understand the supernatural phenomena which are occurring to-day, and may be subjected to scientific study now." A college friend had said to her of physical research that "it has given me back my New Testament," meaning that the supernatural happenings of the present day are corroborating on a small scale the supernatural events which are recorded in the New Testament.

The Rev. J. C. Hardwick, in reply, said Miss Dallas had stated very clearly what he himself had tried to say. "We do not," he said, disbelieve in the occurrence of supernatural events. We believe in telepathy, in faith-healing, in levitation and in all sorts of things; but these things are not in St. Thomas's sense supernatural events. St. Thomas's sense did not identify miracles with wonder. What the modern mind is up against is not belief in the supernatural: it is belief in interference from outside. Supernatural events are not, in our way of thinking, interference from the outside; they are purely natural, and I feel very grateful to Miss Dallas for raising that point."

"SUPERNATURAL"

In a paper read earlier in the morning on "The Natural and the Supernatural," the Rev. C. F. Russell, headmaster of King Edward VI. School, Southampton, said the attempt to make the Christian faith independent of belief in the supernatural had been made again and again. It had not succeeded, and he did not think it would succeed. The better we understood the meaning of the word supernatural the more strongly were we convinced, he said, that it describes an element in our religion which is indispensable, and of which the value is fundamental. In the minds of some people the word supernatural stands for something which many do quite frankly reject. Some hold the view that if certain psychical powers attributed to particular persons were actual historical they must have been supernatural, but it would seem more correct to say that, if historical, then the natural endowment of man was more rich and diversified than it had been imagined before these powers were recognised.

(Continued at foot of next column.)



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3—It is the only type of motor that improves with use.

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4—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

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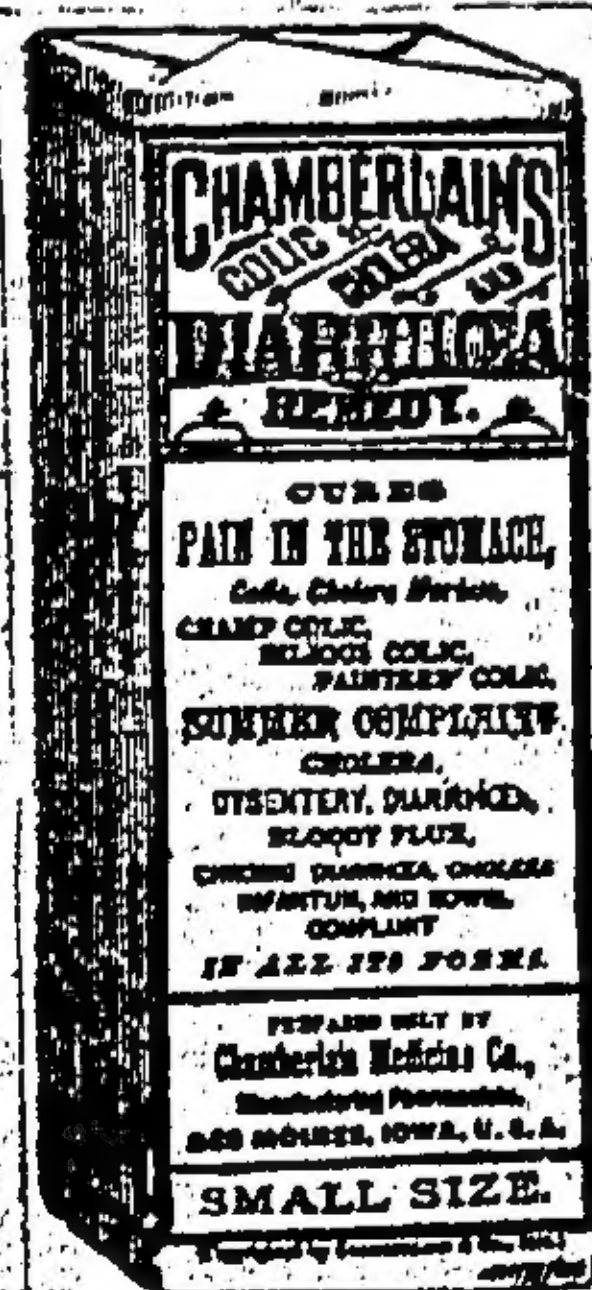
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THE CHINA SUGAR REFINING COMPANY, LTD.

An extraordinary general meeting of the China Sugar Refining Company, Limited, was held yesterday, Mr. B. D. F. Beith presiding. There were also present: Mr. C. Gordon Mackie (Members of the Consulting Committee), Mr. E. B. C. Hornell (Secretary to the Company), Mr. W. E. L. Shenton (Solicitor to the Company), Mr. G. M. Shaw (Manager), and the following shareholders: Messrs. E. F. Aucott, Ho Leung, H. E. Hollands, H. Birkett, Choa Po Sein, Choa Po Min, E. M. P. de Gracia, Lo Man Hin, R. E. Macdougall and C. Savard-Romedios.

The Chairman said: Gentlemen.—The initial object for which this meeting has been called is, as indicated in the notice which the Secretary has just read, for the purpose of receiving a report of the proceedings at the first extraordinary general meeting held on the 16th ultimo and of confirming, if thought fit, as special resolutions the two resolutions which were passed at that extraordinary meeting at such first meeting. These resolutions, as you will remember, concerned the approval of the draft new Articles of Association of the Company and change in the Company's name. You will also remember that at the above mentioned first meeting I shortly explained to you why your Directors thought it essential to alter the Articles of Association and Company's name, and I do not consider it necessary to deal further therewith, except to add that at the meeting in question the draft new Articles of Association and change of name were unanimously approved, and that resolutions recording such approval were unanimously passed as extraordinary resolutions.

Under the Hongkong Companies Ordinance, however, it is necessary that the approval of the new Articles of Association and change of name shall be signified by special resolutions, and consequently this meeting has been convened for the purpose (inter alia) of enabling the extraordinary resolutions above referred to be confirmed as special resolutions. And I accordingly beg to propose the confirmation as a special resolution of the first of the said extraordinary resolutions namely:—

(1) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

and I shall be glad if some shareholder will kindly second that.

Mr. E. F. Aucott seconded and the proposal was carried.

The Chairman: I now beg to propose the confirmation as a special resolution of the second of the said extraordinary resolutions, namely:—

(2) That the name of the Company be changed to "China Sugar Refining Company, Limited."

and I shall be much obliged if some shareholder will kindly second that.

Mr. Ho Leung seconded and the resolution was carried.

The Chairman: This meeting will now be continued for the purpose of dealing with the further business which, according to the notice, is to be brought before it, namely, the consideration, and, if thought fit, the passing as an extraordinary resolution of the third of the resolutions set out in the notice and already read to you by the Secretary.

The said third resolution concerns the proposal to divide each of the existing 20,000 fully paid up shares of \$100 each constituting the Company's present capital of \$2,000,000 into four fully paid up shares of \$25 each so as to make such capital \$2,000,000 consisting of 80,000 fully paid up shares of nominal value \$25 each.

As I explained at the first extraordinary general meeting a substantial body of shareholders asked that the shares be so subdivided and your approval to the proposal is now sought. I do not think it is necessary for me to add anything further but if any shareholder would like to ask any questions or seek any explanation in regard to resolution No. 3 I shall be pleased to endeavour to answer such questions and give such explanation to the best of my ability. If no questions are asked, or explanation sought, I shall assume that you approve of resolution No. 3, and will thereupon propose same.

The Chairman: There being no questions or desire for explanation, I now propose the following resolution as an extraordinary resolution, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$100 each constituting the Company's present capital of \$2,000,000 be divided into four fully paid up shares of \$25 each so as to make such capital \$2,000,000 consisting of 80,000 fully paid up shares of \$25 each.

and I shall be glad if some shareholder will kindly second that.

Mr. Choa Po Sein seconded and the resolution was carried.

The Chairman: Gentlemen.—That concludes the business for which this meeting was convened and I thank you for your attendance. As you are aware the notice convening this extraordinary general meeting for the purpose of receiving a report of the proceedings at this meeting, and of confirming, if thought fit, as special resolutions the two resolutions No. 3 which has just been passed as an extraordinary resolution. The third meeting will be held here on Monday, the 20th instant, at noon, and I shall be glad if you will kindly attend same.



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HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts, in their weekly share report, dated Friday, October 3rd, say:—

The market during the week continued steady, and a fair volume of business has been transacted. In several stocks, further advances have occurred. There has been more business with Shanghai, and attention has been turned towards cotton shares.

Banks.—Hongkong and Shanghai Banks are slightly easier, with sales made at \$1.155. The price in London has improved to 132.10 (middle).

Marine and Fire Insurances.—Sales of Unions have been reported at \$240 and more are to be had at this figure. There are buyers of Cantons at \$7.50. Underwriters at \$14. China Fires at \$150 and Hongkong Fires at \$200.

Shipping.—Hongkong, Canton & Macao Steamboats have weakened and are on offer at \$10. Tug and Lighters have changed hands at \$24. Star Ferries show a strong tendency and are wanted at the improved price of \$104. Waterboats are enquired for at \$164. Deferred Indos at \$119 are unchanged. Douglas Steamships at \$62 continue neglected.

Refineries.—China Sugars have had another spurt and were negotiated up to \$435, but close easier with buyers at \$425. Matchboms are to be had at \$44.

Oils and Mining.—A fair demand has set in for Tin shares, and it is expected to see higher rates in the Autumn. Purchases of the following have been made during the week:—Siamese Tins at \$113 and Henongs at \$113; Tronohs have advanced to 45/-.

Electric Companies.—Hongkong Trams have been in good demand and were dealt in up to \$47, but the market has since receded to \$46. China Lights have likewise developed a firmer tendency and were put through at \$204 for the combined shares. Hongkong Electrics have declined to \$43.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been ruling weak, and have changed hands down to \$174. The market is stronger at the close with buyers at \$175. Hongkong and Kowloon Wharves were dealt in at \$1212, and have since weakened to \$2051. Shanghai Docks continue in demand and have been booked at \$14. New Engineerings are asked for at \$15.60 and Hongkew Wharves at \$15.1921.

Lands, Hotels and Buildings.—Hongkong Lands have been in good demand and they have been placed to a fair extent up to \$120. There are buyers of Hongkong Hotels (old) at \$22. Realty at \$2.15 and Princes Buildings at \$150. Humphreys Estates have been taken off the market at \$221.

Cotton Mills.—Ewos have been done at \$15.10 and continue in request. Orientals are firmer and enquired for at \$15.34. Shanghai Cottons are wanted at \$15.52.

Miscellaneous.—China Providents have ruled firm and have been bought up to \$34 (combined), \$193 old and \$34 for the new. Green Island Cements have also strengthened and were dealt in up to \$234 (combined), but close easier with sellers at \$23. Dairy Farms after having declined to \$264 recovered to a buying rate of \$271 with sales reported at \$274. Constructions have advanced to \$64.

There are buyers of Watsons at \$23 after transactions at this rate. Lane, Crawford at \$124, Peak Trams at \$214, Sinceres at \$124 are wanted at quotations. Hongkong Ropes (combined) have not moved.

Forward Settlement Days.—25th October (Tuesday); 25th November (Tuesday) and 23rd December (Tuesday).

Exchange.—The T.T. selling rate on London to-day is 2/4 and on Shanghai 70.

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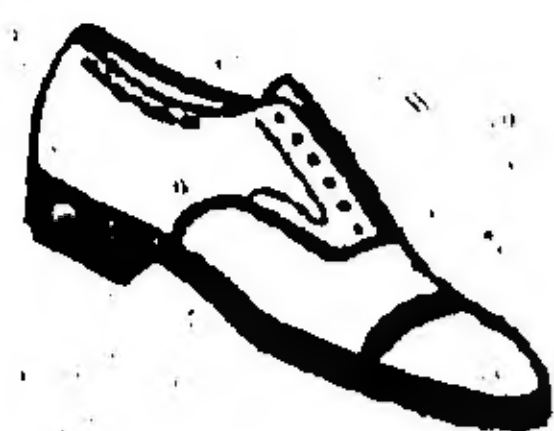
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All Shows

2.30, 5.15, 7.15 and 9.15

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Take An Early Choice Now.

LOCAL SPORT.

FOOTBALL.

OPENING OF THE LEAGUE SEASON.

TO-DAY'S GAMES.

HONGKONG LEAGUE.

Division I.—Kick off at 4.45 p.m.

H.M.S. Tamar v. Hongkong Club. Navy "A" ground. Referee: Mr. F. R. Smith.

Hongkong Police v. R.A. St. Joseph's ground. Referee: Mr. Collins.

Kowloon v. East Surrey Regt. Kowloon F.C. ground. Referee: Mr. W. Wakeman.

Division II.—Kick off at 3 p.m.

Sacred Heart v. Kowloon Reserves. St. Joseph's ground. Referee: Mr. Gee.

South China "A" v. Surrey Reserves. Sookunpoo ground. Referee: Mr. F. R. Smith.

University v. Club de Recreo "A". South China ground. Referee: Mr. Smyth.

East Surrey "Drums" v. St. Joseph's "B". Navy "A" ground. Referee: Mr. F. R. Smith.

St. Joseph's "A" v. Club de Recreo "B". Kowloon F.C. ground. Referee: Mr. Bailey.

At the last minute the following cancellations have taken place:—

Division I.

South China "A" v. South China "B".

Division II.

Hongkong Club Reserve v. South China "B".

A full programme was expected in the opening matches of the league to-day, but the two South China First League teams who were to oppose each other in the league have requested a postponement owing to some of their players being up country.

In the Junior division the Hongkong Club Reserves are unable to field a side, so have scratched their match with South China "B".

With the postponement of the South China match the best game to-day will be at Kowloon where the home team receive the East Surrey Regt. The Military team are favourite for this match and as the home team will not be at full strength, the soldiers should come back with the points. The summer football on Murray Parade ground has given the military plenty of scope for new men and it is expected that the East Surreys will make several changes in the team which won the Shield last season.

Kowloon will open with the assistance of Clemo, who has returned from leave, and Vickars will come up from the Reserves. Moncton is still absent from the Colony and is badly wanted in the defence in place of Knight.

At Happy Valley the Police and R.A. will meet in the opening match and it is expected that the Gunners will just finish a goal to the good. Both teams have several new men. Peterson will be in goal for the Police in place of Swan while the forwards will include Britain and Hargreaves. A very fine game should be seen.

On the Navy "A" ground the Hongkong Club will be the visitors where they will have as opponents H.M.S. Tamar. The Club has got together a strong side and will open with the best defence in the Colony. Rodger is very safe in goal, while Gerard and Bishop are sound in defence, and both have a good turn of speed. The sailors have a good man in Wavish, the Interport goalkeeper, and with a strong defence on both sides, the game should end in a draw.

In the junior games the Surreys drums are very much fancied and to-day they should have an easy win against the College "B" team. The Surreys Reserves will be out at Sookunpoo against South China "A" team and a fast and even game should be seen.

A fast game should be witnessed at Kowloon in this division where the Club de Recreo "B" team are to meet the College "A" team, which, it is understood, consists of past pupils. The Club should win.

The Club de Recreo "A" team will be at Happy Valley in opposition to the University, and a win for the Recreo is expected.

Sacred Heart will receive Kowloon Reserves on the St. Joseph's ground and the Kowloon men should win as they are fielding some really good men. They will be without Hasmussen, their goalkeeper in their opening match.

BOXING AT MURRAY BARRACKS.

At the Surreys Boxing to-night Stoker Petty Officer Carbridge will give four two minutes exhibition rounds, two with Corpl. Major, and two with Bandman Wareham—possibly the most skilled "old hand" and the "young hands" in the Colony.

V.R.C. CHAMPIONSHIPS.

TWO RECORDS BROKEN.

Two records were lowered during yesterday's contests, at the Victoria Recreation Club, when the Annual Championship Competitions were continued.

In the Ladies' Four Lengths Handicap Miss G. Ramsay, twice broke the record for the bath, doing 80.2 seconds, in a preliminary heat and, later the Final, winning in the still better time of 79.1 seconds.

The 220 Yards Championship of the Colony was won by D. Lyon, who beat his own previous record by completing the distance in 2 mins. 34.1 seconds.

The full results were:

Four Lengths Handicap (Members).—W. G. Urquhart, D. Noronha, D. Laing, and G. Razavat qualified for the Final.

Ladies' Two Lengths Handicap (Final).—1, Miss B. George; 2, Miss G. Ramsay.

100 Yards Boys' Championship (Final).—1, A. Bliss (70secs.); 2, L. R. Pereira (77secs.).

Long, Plunge, Open (Final).—1, C. J. Cooke (56ft. 6ins.); 2, D. Laing (57ft. 6ins.).

220 Yards Championship of the Colony. —1, D. Lyon (2mins. 34.1secs.); 2, A. F. May (2mins. 44.1secs.).

In this race Lyon beat his own previous record.

Boys' Two Lengths Handicap (Final).—1, T. Neave; 2, A. Bliss.

Four Lengths Ladies' Handicap (Open).—Preliminary Heats: (a) 1, Miss G. Ramsay (80.2secs.); 2, Miss B. George. (In this heat Miss Ramsay beat the both record). (b) 1, Miss M. Blunsdon; 2, Miss M. Groundwater. Final: 1, Miss G. Ramsay (79.1secs.); 2, Miss M. Blunsdon (83secs.). (Here, Miss Ramsay beat her own record made on the same day).

Girls' Two Lengths Handicap (Final).—1, C. Dixon; 2, D. Hunt.

100 Yards Stroke Championship of the Colony.—1, Wan Kwong Tin (51.1-5secs.); 2, J. A. Kent (52secs.).

Two Lengths Army and Navy Handicap.—1, Corpl. Humberstone (50.1secs.); 2, Bdsman Cornwall (51.2secs.).

Two Lengths Team Race (Members).—G. Razavat's Team won in 2mins. 31secs.

Girls' Four Lengths Handicap.—The following qualified for the Final: D. Hunt, Maude George, M. Goulray, and P. Hunt.

100 Yards Championship of H.M. Forces.—1, Corpl. Humberstone (E. Surrey Regt.); 2, Pte. Edwards (E. Surrey Regt.).

Humberstone won by 2.5secs. in 51.1secs.

The contests will be brought to a conclusion this afternoon, and it is hoped that H.E. the Governor will be present and hand the prizes to the winners. The members of the Club will be "At Home" in the evening, when a dance will begin at 9 p.m.

HEAVY OPIUM PENALTY.

A fine of \$2,000 and three months' imprisonment was inflicted on Chung Pak Leung, comrade of the river trader Hoi-nam, who was charged at the Central Magistracy yesterday morning, with having 20 taels of opium in his possession.

CREMATION IN HONGKONG.

It is interesting says St. John's Cathedral Notes has to notice that within the last few weeks three cases in which cremation was resorted to instead of the old fashioned method of burial, took place here and the Cathedral Clergy officiated. There still seems to be an old-fashioned and somewhat unreasonable objection to the practice of cremation. Some people seem to think there is a religious reason against it but such is not the case. From the point of view of the health of the living, cremation is desirable. It is the most hygienic method of dealing with a dead body, and will no doubt become much more common amongst us in the future.

CINEMA NOTES.

QUEEN'S THEATRE.

"Forget-Me-Not." The Metro picture which comes to the Queen's Theatre on Monday, 6th inst., reproduces with great fidelity the life story of two foundlings. In the orphanage where her mother had left her as a baby, Ann Gordon had found one congenial soul, another foundling named Jimmy. But one day there comes a rich woman who chooses Jimmie for adoption and Ann is left alone. The other children eventually find homes, but no one wants the little girl with a crippled leg. A street musician takes pity on her and she goes to share his meagre one-room home. Thus the paths of the two childhood sweethearts diverge but through the long years Ann carries the memory of Jimmy and from it derives inspiration and courage in her struggle to become a successful violinist. It is a story of faith and love and yearning for happiness that is thoroughly human from beginning to end. The orphans are played by Gareth Hughes and Bessie Love who make the characters so lovable and so pitiful that there is a constant tug at the heart strings. "Forget-Me-Not" is a Louis Burton production, written by Henry R. Snydels and adapted by John B. Clymer. It was directed by W. S. Van Dyke.

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ROYAL ENFIELD MOTOR CYCLES:

Model 350 2-3/4 H.P. ... \$505
Model 180 8 H.P. ... \$765
Model 190 8 H.P. (Combination) ... \$1,135

ESSEX (Built by Hudson)



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complete with Cowl Lamps; Disc Wheels; Five Cord Tyres and Tubes;

5-passenger Touring ... \$2,375
5-passenger Coach ... \$2,800

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STANDARD MODELS: Complete with Magneto ignition, five Disc Wheels and five Cord Tyres.

3-passenger Roadster ... \$2,510
5-passenger Touring ... \$2,575
3-passenger Coupe ... \$3,200
5-passenger "B" Sedan ... \$3,645
4-passenger Coupe ... \$3,850
5-passenger "A" Sedan ... \$3,875

SPECIAL MODELS: Complete with Magneto ignition, Nickle-plated Radiator Shell, Cowl Lights, Nickle-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scaff Plates, Motorometer and Lock, Special Blue Leather Upholstery, Five Disc Wheels, and five GPLY BALLOON TYRES.

3-passenger Roadster ... \$2,730
5-passenger Touring ... \$2,790
4-passenger Coupe ... \$3,115
5-passenger "A" Sedan ... \$3,140

JEWETT SIX-50 (Paige-built) De Luxe Touring Cars.

Complete with Extra Cord Tyre and Tyre Cover; Trunk Rack, Trunk and Body Rails; Combination Stop and Tail Light; Double Bar Spring Bumpers; Front and Rear Motorometer; Side Lights on Cowl; All-Nickle-plated Head Lamps; Automatic Windshield Wiper; Rear View Mirror; Sun Visor; Disc Wheels ... \$3,250
De Luxe Sedan ... 4,420

HUDSON SUPER SIX MOTOR CARS, complete with



Cowl Lamps; Spare Cord Tyre and Tube; Disc Wheels and Nickel Trimmings.

4-passenger Touring ... \$3,800
7-passenger Touring ... \$4,000
5-passenger Coach ... \$4,300
5-passenger Sedan ... \$5,000
7-passenger Sedan ... \$5,500

PAIGE SIX-70 De Luxe Model Touring Cars.

Complete with 8-day Clock; Bumpers, Front and Rear; Motorometer Locked in Radiator; Nickle-plated Radiator and Head Lamps; Automatic Windshield Wiper; Rear View Mirror; Spare Cord Tyre with Tube and Cover; Folding Luggage Rack; Trunk Rails; Combination Stop and Tail Light; Sun Visor; Spare Disc Wheels, etc. ... \$5,200

De Luxe Brougham ... \$6,000
De Luxe Sedan ... \$6,800
De Luxe Suburban Limousine ... \$7,050

FEDERAL MOTOR TRUCK CHASSES:

Capacity: Wheel Loading Price
Base: Space: Space:

1-ton 132" 110" \$3,350
1-1/2-ton 145" 118" \$4,300
2-1/2-ton 145" 110" \$6,400
2-1/2-ton 157" 124" \$6,400
2-1/2-ton 169" 158" \$6,550
2-1/2-ton 161" 131" \$6,800
2-1/2-ton 173" 155" \$6,950
3-1/2 to 4-ton 157" 154" \$8,400
5-6-ton 163" 154" \$9,500

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MARINE COURT OF ENQUIRY.

HOW THE S.S. "TIN SING" TURNED TURTLE.

SENSATIONAL EVIDENCE OF THE SECOND PILOT.

COUNTERMANDED THE CAPTAIN'S ORDERS.

A rather remarkable feature of a Marine Court of Enquiry held yesterday concerning the circumstances surrounding the total loss of the s.s. *Tin Sing*, a small river steamer which stranded and turned turtle up the West River last week, was the evidence of the second pilot, a man who was not on the articles of the ship and who was making his first trip as a pilot on that vessel. Previously he had been a pilot on lighters running up the river and before that a quartermaster. At the course of his evidence he stated that he altered the port engine telegraph to full speed astern after the Captain had ordered it at full speed ahead.

The Enquiry was held at the Harbour Office and was presided over by the Marine Magistrate and Harbour Master (Lieut. Comdr. G. F. Hale, R.N.).

Mr. G. K. Hall Brutton, appearing on behalf of the China Coast Officers' Guild, represented the master of the vessel (Capt. S. Morgan) and the Chief Officer (Mr. P. Scully). Mr. W. Corbett appeared for the owners (The Lunen Mow S.S. Company, of 65, Connaught Road Central).

FULL SPEED ASTERN.

Mr. Brutton, outlining the facts of the case, said the ship's tonnage was 608 register and 851 gross. She left Wuchow on September 26th for Hongkong at approximately 4 p.m. Capt. Morgan was on the bridge until after the ship had left Dosing, and he was relieved at 6.45 p.m. by the Chief Officer while he went down to dinner. Just as the Master had finished his meal he heard the telegraph ring "Full speed astern." He rushed to the bridge and saw that the ship was making for the North bank of the river, the bank being about two ship-lengths off. The Captain immediately ordered the port engine to go full speed ahead with the object of assisting the helm in swinging the ship round. There was not sufficient room to clear, however, and the vessel struck at a point known as the Kin Sui Joss House. As soon as the ship struck, the master ordered the engines to be kept at half speed ahead, in order to keep the ship on the rocks and to prevent her slipping off. On examination, the master found that the ship was not making water, and he also took soundings all round the ship. He stopped the engines having found there was no danger, and that there was plenty of water around the ship. With the object of trying to get the ship off, he ordered the engines to go full speed astern, but there was no response, the Chief Engineer reporting that the engine-room crew had left and would not go back. All the usual precautions were taken, such as lowering life boats, and about 9.30 p.m. a Chinese river boat, named the s.s. *Dilly*, and a Chinese gunboat came along. Both these boats refused to tow the *Tin Sing* off, but the *Dilly* took off 121 passengers and the gunboat stood by all night to afford protection from pirates. On the following morning, the s.s. *Cerf* came alongside, but refused to take off the cargo, which was subsequently taken off by the s.s. *Kut Sing*. The vessel began to make water and at 9.30 p.m. on the 27th the fires had to be drawn. At 1.30 p.m. there was a lot of commotion heard and the vessel turned turtle. All the ship's crew, except the officers and ship's guards, had previously left the ship. There were no lives lost.

Concluding Mr. Brutton referred to the difficulties of navigating the West River, saying that pilots were always employed. The *Tin Sing* carried two pilots. The No. 2 pilot was in charge of the navigation at the time of the stranding.

THE CAPTAIN'S EVIDENCE.

ENGINE ROOM CREW DESERT.

THE CHIEF ENGINEER'S FLIGHT.

The Chief Engineer (Mr. Heelum) said he was not in the engine room just previous to the ship striking. On going into the engine room he found that the engine room crew had deserted. He had a consultation with the Captain and suggested that they had better try to get the ship off. The Captain was concerned about the passengers, but they finally decided to try and get the ship off. He went down into the engine room but found no-one there. Whilst they were considering what to do the s.s. *Dilly* came in sight.

THE CHIEF ENGINEER'S FLIGHT.

Questioned by Mr. Corbett, witness said the engines were working all right before the accident.

The President: When you went down in to the engine room and found nobody there could you not put the engines astern yourself?—Yes, but the telegraph did not know that.

Was there sufficient steam?—Yes.

Did you tell the Captain you could work the engines yourself?—Yes, certainly.

(Continued on next Column.)

NAVIGATING THE RIVER.

Witness said he had had three years' experience on the West River, and it was not possible in that time to know how to navigate the stream at night. He thought he could do it by day. There were no navigation lights on the river and he never interfered with the pilots, as regards the navigation. So far as the No. 2 pilot was concerned, this was his first trip in the steamer. He (the master) did not know how long the No. 2 pilot had been a pilot, as he was engaged by the No. 1 pilot.

In reply to questions by Lieut. Comdr. Jotham, witness, describing the actual foundering of the vessel, said he thought that when the vessel began to slide she came up against an obstruction, making her heel over.

In reply to Mr. Corbett, witness said the ship was in good sea-worthy condition.

THE CHIEF OFFICER'S EVIDENCE.

The Chief Officer said he was on the bridge at the time of the accident. Noticing the ship was getting near to the bank he called the pilot's attention to the matter. The pilot rang for the engines to go astern and put the helm hard aport.

The rest of the Chief Officer's evidence bore out the evidence given by the Captain.

Witness, in reply to the President, said that the pilot seemed to take a wrong course by getting too far over on his port side. As soon as the pilot was spoken to, he altered course immediately.

Questioned as to the speed of the vessel, when the engines were ordered full astern, witness said the ship was about 400 feet away, and she was doing about ten knots per hour. The current was with them at about one knot per hour, and he was still in opinion that they could have been taken off the ship.

THE SECOND PILOT IN THE BOX.

A DISASTROUS FIRST TRIP.

Resuming in the afternoon, evidence was given by the second pilot, Ng Ki. This witness was closely examined by Mr. G. K. Hall Brutton and in reply to questions he said he was making his first trip as second pilot. He had been a pilot for about one year and a quarter, master for over 10 years. He was taken on the *Tin Sing* by the No. 1 pilot. At the time of the accident he was on the bridge navigating the ship. The Captain came onto the bridge when he (witness) rang the full speed astern.

Asked as to the cause of the accident, witness said that it was due to his trying to avoid a rock in the channel.

HELM DID NOT ANSWER.

Mr. Brutton: When you saw the danger did you put the helm hard aport and did you ring for full speed astern?

Yes.

Was the ship going to starboard?—Her head was running North.

Did she go to starboard?—She did not turn.

Do you mean she did not answer to her helm?—She did not answer.

Did the Captain put the port engine ahead?—No.

Mr. Brutton: What do you think you are here for? to save your own skin?

Witness continuing said: The Captain used his hand to put the port engine ahead, and I put it at astern.

Then, according to you, both engines were going astern when the accident occurred?—Yes.

Witness said this was the first time he had told this story. He did not report any of what he had said to the owners.

Questioned by the President as to his previous experience, witness said he was a West River pilot. Most of his previous experience had been in piloting lighters. Once or twice he had been employed as a substitute on river steamers. On one occasion he piloted the s.s. *Cerf* from Wuchow to Hongkong. That was at night time and on that occasion he did not hit anything. He was not on the articles of the s.s. *Tin Sing*.

The President: When did you notice that the ship was likely to run into danger?—When the ship was clear of the rock.

THE CHIEF ENGINEER'S FLIGHT.

The Chief Engineer (Mr. Heelum) said he was not in the engine room just previous to the ship striking. On going into the engine room he found that the engine room crew had deserted. He had a consultation with the Captain and suggested that they had better try to get the ship off. The Captain was concerned about the passengers, but they finally decided to try and get the ship off. He went down into the engine room but found no-one there. Whilst they were considering what to do the s.s. *Dilly* came in sight.

Questioned by Mr. Corbett, witness said the engines were working all right before the accident.

The President: When you went down in to the engine room and found nobody there could you not put the engines astern yourself?—Yes, but the telegraph did not know that.

Was there sufficient steam?—Yes.

Did you tell the Captain you could work the engines yourself?—Yes, certainly.

(Continued on next Column.)

COOLIE'S DEATH ON S.S. "TAIREA."

NON-VENTILATION DISCUSSED AT COURT ENQUIRY.

CAPTAIN GIVES EVIDENCE.

Matters of considerable import alike to the shipping industry and the general public, came under review at the Kowloon Magistracy yesterday, when Mr. E. W. Hamilton held an enquiry into the circumstances attending the death of Wong Yeung, a coolie, who died on the British India liner *Tairea* on September 28th.

The enquiry was commenced in the morning, and extended into the afternoon. During the morning proceedings the Assistant Harbour Master, Lieut. Comdr. Conway Hake occupied a seat on the Bench next to Mr. Hamilton.

Mr. J. D. Ladie, Chief Officer of the s.s. *Tairea*, said that on the day of the fatality, a report was made to him by the Chinese foreman, who said that a coolie had "fallen down" in the No. 2 hold. Witness went down to the hold with the Lascar bosun's mate and another Lascar. As soon as he got to where the coolie was, witness realized that "something was wrong with the atmosphere."

He ordered the two Lascars on deck again, and suddenly noticed that one of them, the bosun's mate, had been overboard. The man was lying stretched out along some bags of rice. Witness assisted the other Lascar on deck, and then went down again with a smoke-helmet, accompanied by the Third Officer. The bosun's mate and the coolie were then got on deck. Artificial respiration was tried on both by the ship's doctor. The Lascar came round, but the coolie did not, although the treatment was continued for 40 minutes. The Port Health Officer was notified, and the body was removed by the Water Police.

Proceeding, the witness stated that there was no ventilation at all in the hold. It was a new idea, passed by the Board of Trade, and one of its objects was to guard against fire. There was a rule that holds should be tested after a long run. This was done with a checken. Asked to give an idea of a long run, witness suggested from Port Said to Colombo. After a short run the test was not enforced. Witness had never heard of examining a hold after so short a journey as three-and-a-half days.

When the enquiry was resumed in the afternoon, Capt. Andrew Munro, master of the s.s. *Tairea*, gave evidence in which he stated that his vessel was 465 feet overall. The holds, he said, were not ventilated at all. He had never been master of, or served in, a ship of the type before.

Mr. Hamilton: Have any instructions been issued, to your knowledge, by the Board of Trade, regarding the opening of these holds, or the sort of cargo you ought to carry in them?—Not to my knowledge.

Have you had any instructions from your owners with regard to these holds?—Yes. We received instructions that they were to be tested with live chickens before anybody went down.

These instructions, the witness added, were given him after a similar accident on the s.s. *Tairea*, a ship of the same type belonging to the same company.

Witness added that the orders had been passed on by him to the Chief Officer. The latter, however, had not on certain occasions been able to obtain live chickens, so he had gone down himself instead.

Answering a further question by Mr. Hamilton, Captain Munro stated that in his opinion as a master mariner, unventilated holds were a mistake.

The enquiry was adjourned sine die.

THE NO. 1 PILOT AND HIS RESPONSIBILITY.

The No. 1 pilot, Chan Ki, said he engaged the No. 2 pilot on the authority of his master, the ship owner. He reported to them when he engaged him, and the engagement was agreed to. They said "If you know a good man, you may take him on." The No. 2 pilot told him he could pilot a ship. Witness said he had known the No. 2 for ten years. He knew him to be a pilot on lighters for several years and before that as a quartermaster.

Replying to questions by Mr. Brutton, witness said he considered himself responsible for the navigation of the ship on the West River.

And I understand, the No. 2 is responsible when he is on duty?—Yes, although if anything happened on the ship he would come to me.

Witness further said it took him three years to gain sufficient knowledge to be able to navigate a ship on the West River. After that period he could navigate a ship by day and by night.

Before becoming a pilot he was three years as a quartermaster.

In reply to further questions, witness said it was the usual custom for the No. 1 to engage the No. 2 pilot, provided that the owners trusted him. When he engaged the No. 2 pilot he enquired of four or five other pilots as to whether he was a good man.

This was all the evidence called.

Mr. Brutton addressing the Court, briefly reviewed the evidence, and asked the Court to find that that blame could not be attached to the Captain and Chief Officer and if blame was to be attached to anyone it was to the No. 2 pilot who interfered with the Captain's orders unknown to him. He further submitted that the Captain and Chief Officer did all in their power for the safety of the passengers and crew.

The President announced that the Court would resume in the morning to deliver its findings.

ALLEGED FRAUDS BY SOLICITOR CLERKS.

DATES FIXED FOR HEARING.

TWO ADDITIONAL CHARGES.

Mr. R. E. Lindsell at the Central Magistracy yesterday morning again remanded the case in which Lo Shu-fan and Charles Kent (a Chinese) are charged with fraud, his Worship fixing the 10th, 14th and 17th of this month for the hearing of the case.

There was some argument as to where Ho Sai-lok came into the case. Mr. Davidson, for the defence, submitted that a principal offender should not have been charged when it was clearly shown that he had confessed on oath to having been implicated, and to having filled up a false note for another man to sign. Short of signing it himself, this man was as good as committing forgery.

Mr. M. K. Lo, for the prosecution, said that in respect of additional charges, he had seen the Crown Solicitor and understood that young Ho had turned King's evidence.

Mr. Davidson said that he had yet to learn how a man could be regarded as giving King's evidence until after he had been tried and convicted.

His Worship said he did not agree with Mr. Davidson's contention, as there were precedents to show that this had not been necessary. However, he would note the objection.

Additional charges brought forward yesterday were:

(1) That Lo Shu-fan, with Cheung Pui-chuen, (Charles Kent), Au Hon-fu and Ho Sai-lok, on divers dates between the 1st December, 1922, and 9th January, 1923, conspired together to induce the complainant (Mrs. Wong Tak-yin) to sign an agreement dated the 8th January, 1923, for the sale of her own property (certain lands) by divers false representations to her that the agreement was only for the sale on behalf of the first defendant of properties in the New Territories belonging to him.

(2) That Lo Shu-fan, with Cheung Pui-chuen, Au Hon-fu and Ho Sai-lok, on divers dates between the 1st October, 1922, and 13th November, 1922, conspired together to induce Mrs. Wong Tak-yin, to sign an agreement dated the 14th November, 1922, for the sale of her own property (certain other lands) by false representations to her that the agreement was only for the sale on behalf of one Ho Sai-lok of properties which had been purchased by the latter.

PEAK BURGLAR.

SENTENCED TO SIX MONTHS.

As a sequel to the search by Sub-Inspector Marks and Chinese detectives of the Boys' Guild at No. 1, Stanley Street, a "croc" was charged at the Central Magistracy yesterday with breaking into Nos. 450 and 451, The Peak, on the nights of September 4th and 5th and stealing various goods. Mr. Lindsell sentenced prisoner to six months' imprisonment with hard labour.

Prisoner's record showed that he had served previous terms of imprisonment for similar crimes. He was employed on the Peak as a market coolie and managed to break into several residences. His victims included Mr. G. W. Sewell, who lost a gold cigarette case, and Mr. Rawlinson, of Messrs. Butterfield & Swire. A silver watch belonging to the latter was thrown into the harbour by the thief who was unable to pawn it on account of certain defects, whilst Mr. T. G. Bennett's stop-watch was given by the prisoner to a friend from whom it was in turn stolen.

TRAMWAY SEASON TICKET CASE.

TO BE RE-OPENED.

An application for the re-opening of the case in which a man was charged with travelling on a tram with a season ticket, which was the property of his master, was made by Mr. Wadeson on behalf of the Tramway Company, at the Central Magistracy yesterday. The man had been discharged because the charge that he had failed to pay his fare could not be proved. Mr. Lindsell, was informed yesterday that the man took the ticket secretly from his master's box while the latter was away in the country. Saturday was fixed for the re-opening of the case.

C.M.S. BLIND HOME.

SALE OF WORK OPENED BY LADY SEVERN.

Lady Severn opened the sale of work, promoted by the Church Missionary Society Blind Home, Kowloon, which was held yesterday in the Cathedral Hall, Hongkong. The Rev. H. Copley Moyle, M.A., Senior Chaplain of the Cathedral, presided. Lady Severn, in declaring the sale open, said she had been to these sales once or twice and had found them very interesting little functions. The work displayed for sale was not only beautiful, but also of a useful kind.

There was quite a good gathering of European ladies at the opening. Altogether there were 400 articles on view, all of which had been made by the girls of the home, who number 43. There were coats, jumpers and children's clothing and all kinds of silk knitted goods. Mrs. Remington and the Misses Harston had charge of the arrangements for tea and refreshments. Miss Bewick, of the Home, directed the sale, and those who helped to make it a success included: Mrs. H. Asquith, Mrs. C. Girdin, Mrs. Landaday, wife of the Vicar of St. Andrew's Church, Kowloon, and Miss Patterson.

A pleasing feature of the function was the singing of the blind girls at intervals during the day.



FOR GOLF—

SOMETHING JUST A LITTLE DIFFERENT

PURE SCOTCH WOOL CARDIGAN JACKETS IN THE VERY LATEST DESIGNS

\$14.50 TO \$35.00

PURE SCOTCH WOOL PULLOVER-THE-HEAD WITH 2 SIDE POCKETS V SHAPED NECK THE NEWEST THING FOR GOLF, NO TWO COLOURS ALIKE

\$20.00 AND \$25.00

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS, HONGKONG.

MUSIC ALBUMS FOR PIANO.

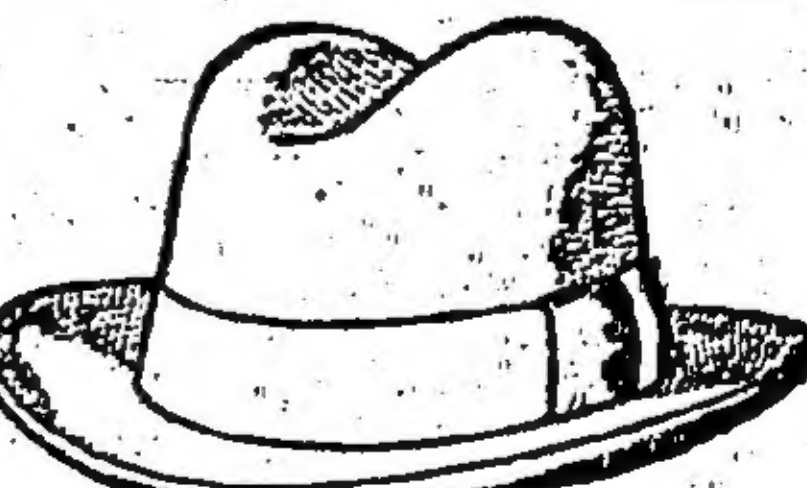
PIANO PIECES THE WHOLE WORLD PLAYS

MODERN PIANO PIECES " " "

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ANDERSON'S.

Wm. Powell Ltd.
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GLYN'S HATS

Are well known for smart appearance and lasting wear.
It's a mark of better value, an insignia of quality, a brand that means absolute satisfaction.

SOLE AGENTS: HONGKONG HOTEL BUILDING.
Wm. POWELL, Ltd.

JUST RECEIVED
NEW STYLES
— in Gentlemen's —
SOFT FELT HATS
MADE BY
GLYN & Co.,
44, OLD BOND ST., LONDON, W.

TWEED HATS & CAPS

SILKS HATS

BOWLER HATS

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STRAW HATS

NEW ADVERTISEMENTS

PEAK CLUB.

NOTICE.

MEMBERS and Subscribers are Notified that An Entertainment will be given by PROFESSOR MALINI

SATURDAY, 11th OCTOBER, 1924.

As the Seating/Accommodation will be Strictly Limited, Early Application for Tickets should be made to the Undersecretary of the No. 1 Club Day.

TICKETS—\$3 EACH.

The Dance advertised for the 11th OCTOBER, has been POSTPONED until SATURDAY, 18th OCTOBER.

E. B. C. HORNELL, Hon. Secretary.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KASHGAR."

ARRIVED HONGKONG ON 3rd OCTOBER, 1924.

FROM ANTWERP, LONDON, MALTA, PORTSAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless Instructions have been given to the contrary six hours before Arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 3rd October, 1924. [1323]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NICILIA."

ARRIVED HONGKONG ON 2nd OCTOBER, 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless Instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 3rd October, 1924. [1324]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "KOSMO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 8th October, 1924, will be subject to Rent. All Claims against the Steamer must be presented to the Undersecretary on or before 15th October, 1924, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the free storage period of one week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 3rd October, 1924. [1325]

H.K.W.G. & M.C.L.

CHILDREN'S FÊTE.

SATURDAY, OCTOBER 25th, 1924.

WATCH THIS SPACE.

KEEP THIS DATE.

[1327]

INTIMATIONS

HONGKONG VOLUNTEER DEFENCE CORPS.

GRAND TORCHLIGHT TATTOO

On MURRAY PARADE GROUNDS

9.30 P.M., THURSDAY, 7th OCTOBER.

By Kind Permission of the G.O.C. and Lt.-Col. F. S. MONTAGUE BATES, C.B., C.M.G., D.S.O.

INCLUDED IN THE PROGRAMME ARE:

TORCHLIGHT FIGURE MARCH, No. 1 Platoon Scottish Dancers, Scottish Coy. MARRATTA DANCE, 24th Bombay Grenadiers

By Kind Permission of Major T. T. OAKES and Officers

GRAND MILITARY DISPLAY, Surrey Regt. and

ELITE SQUAD REGT. BAND AND DRUMS.

By Kind Permission of Lt.-Col. F. S. MONTAGUE BATES, C.B., C.M.G., D.S.O. and Officers

SCOTTISH PIPE BAND AND DRUMS.

LIGHTING EFFECTS BY ENGINEER C. H. V.D.C.

ADMISSION TO SEATS IN STANDS \$1

TICKETS OBTAINABLE AT MOUTRIES, VOLUNTEER HEADQUARTERS, AND PEAK CLUB. [1327]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7125 for 25 Shares, 24 per Share Paid up, number 55126/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead, by the Society.

PAUL LAUDER, General Manager.

Hongkong, 8th September, 1924. [1325]

TO LET.

TO LET.—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/16 PEDDER STREET.

Apply—PROPERTY OFFICE, JARDINE, MATHESON & Co., Ltd.

[1196]

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the New P. & O. Building, suitable for a Steamship Business. Frontage, 17 Feet; Depth, 54 Feet, with Yard and Outbuilding beyond. Address—"A.B." care of Daily Press. [1116]

TO LET.

OFFICE ROOMS in CENTRAL POSITION. Apply LINSTED & DAVIS, Alexandra Buildings. [1309]

S.S. "CHANTILLY."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo ex "COM-MANDANT MAGES" from COGNAC and Cargo ex "VILLE DE METZ" from BORDEAUX, in connection with, above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. Bills of Lading will be countersigned by the Undersecretary, Goods remaining undelivered after the 4th October, 1924, at Noon, will be subject to Rent and Landing Charges. All Claims must be sent in to me on or before the 8th October, 1924, or they will not be recognized. All damaged Packages will be examined on Saturday, the 4th October, 1924, at 10 a.m. by Messrs. GODDARD & DOUGLAS. No Fire Insurance has been effected. H. RODENFUSER, Agent.

Hongkong, 25th September, 1924. [1304]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Steamship "GLENSANDA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 7th October, 1924, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS, on 6th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Consignees are hereby notified that before Bills of Lading can be countersigned the General Average Agreement must be signed a Deposit 2% paid. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd October, 1924. [1318]

INTIMATIONS

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONGKONG, on SATURDAY, 4th DAY OF OCTOBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SEPTEMBER 27th to OCTOBER 4th, 1924, both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, 19th September, 1924. [1274]

HONGKONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 11th, and MONDAY, 18th OCTOBER, 1924, commencing at 3.15 P.M., Each Day. The First Bell will be rung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform, Half Price. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTED & DAVIS at \$5 each up to FRIDAY, OCTOBER 10th.

The Stewards invite the Ladies of Hongkong to be present. [1317]

CONSULADO DE PORTUGAL EM HONGKONG.

CERTEIRA DE ALBUQUERQUE E CASTRO, Consule Geral de Portugal, informa a Comunidade Portuguesa de Hongkong que, comemorando o 14.º aniversário da implantação da República, receberá SABADO 4.º OUTUBRO, na sala Luis de Camões do Club Lusitano, das 11 às 12 horas, todos os Portugueses que o queiram honrar com a sua visita. [1322]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to OCTOBER, from HONGKONG to FOOCHOW (Fagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAI-NING", at the Reduced Rate of \$30, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued, or by her following Sailing from FOOCHOW. Duration of Stay at FOOCHOW—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave HONGKONG from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from FOOCHOW ANCHORAGE to FOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to DOUGLAS LARPAK & Co., General Managers, DOUGLAS STEAMSHIP CO., LTD., Hongkong, 17th June, 1924. [908]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price on

WEDNESDAY,

the 15th DAY OF OCTOBER, 1924, at 3.00 P.M.

In ONE LOT

by MESSRS. LAMBERT BROTHERS, Auctioneers, In their Auction Rooms in Duddell Street.

The Properties consist of—ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section of Kowloon Island Lot No. 883 and Kowloon Island Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—MESSRS. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors, or from

Messrs. LAMBERT BROTHERS, Auctioneers. [1294]

TO-DAY,

at 2.30, 5.10, 7.15 & 9.20.

TO-MORROW, at 6 & 9.15

MONTE CRISTO

Increased Prices

slight change in times

2.30 & 5.10—\$1.00 & 50

5.10—\$1.50 & 50 cts.

9.20—\$2.00 & \$1.50

THE CORONET.

INTIMATIONS

Gilbey's London Dry Gin.

DISTILLED AND BOTTLED BY

W. & A. GILBEY

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

PHONE 616.

Hongkong Office: 14, Charter Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 4th 1924.

THE DEBT WE OWE TO THE SAILOR.

Commodore GRACE took the opportunity in his interesting little speech at the launching of the *Anhui* at the Taikoo Dockyard on Wednesday to make an appeal for a generous response in Hongkong to the call which is being made on behalf of the Missions to Seamen. We take it that the Commodore was referring not entirely to support for the local branch but towards the appeal which the British and Foreign Sailors' Society is making for the sum of £25,000. This is, indeed, a very large number, but it has to be remembered that the work of the Society extends to almost every important seaport in the world. The foundation of the Society dates back to the year 1818, but perhaps the valuable work it has done is not as well known by the general public as it deserves to be. "There is no man or woman," says the Appeal, "who has not daily cause for gratitude to the sailors who carry our food and merchandise across the seas at the hazard of their lives, to the sailors who faced and overcome the submarine peril at a time when our very existence was at stake," and it is intimated that response to this Appeal will in some measure pay the debt incurred during those years of ordeal. In a great seaport like Hongkong it will be well understood by most people that unemployment has affected seafarers as it has other workers, and consequently there are increasing responsibilities on the Homes and Rests of the British and Foreign Sailors' Society, while the income of the Society is woefully inadequate to its needs. For the relief of distressed sailors and their dependants the Society requires £20,000.

This is additional to the normal work of the Society's Sailors' Homes and Rests throughout the world. It wants £135,000 for building, extension and endowment of Sailors' Rests and Clubs in seaports in all parts of the world where there is at present inadequate provision or none at all; it requires £20,000 to repay Bank overdraft; £25,000 for the endowment of the Prince of Wales Sea Training Hostel; £10,000 for the completion of the Empire Memorial Hostel for sailors in the East. End of London on the highway from the Docks; £10,000 to improve the conditions under which the Society's chaplains and missionaries work and to provide for their old age; and £5,000 to provide additional libraries on board ships for the use of sailors. To assist in the raising of the money required an influential City of London Committee has been formed, under the presidency of the Lord Mayor who has invited the co-operation of the Civic Authorities in all centres throughout the United Kingdom, and presumably an organised effort is to be made throughout the Empire. H.R.H. the Prince of Wales has written a letter commending "the splendid work" of the Society and expressing the hope that when he presides at the annual general meeting that a sufficient sum will have been realised in response to the appeal, not only to meet the immediate needs, but to provide for the pressing claims of the maintenance and extension of the Society's beneficent work. The Great War impressed very vividly on the popular minds throughout the Empire the debt we owe to the sailor, and the Society is justified in hoping that the measure of that debt will find adequate expression in the response made to its Appeal from every part of the Empire.

The Manila Observatory at 8.15 a.m. yesterday notified that the typhoon was crossing Northern Luzon and moving W.N.W.

Major-General Sir John Fowler, K.C.M.G., who has spent the summer in North China, returned to the Colony yesterday, on the P. & O. *Kashmir*.

Sir Robert Ho Tung, is stated to be returning to China from Europe by way of Siberia. It is reported that he will break his journey at Mukden and Peking.

Master Danenberg, the musical prodigy of Hongkong, gave a very successful piano recital in Shanghai last Saturday at the Lyceum Theatre, to a large and enthusiastic audience.

Mr. Chau Siu Ki has forwarded to the Hon. Treasurer of the Alice Memorial and Affiliated Hospitals a further sum of \$1,050 collected from twelve Chinese supporters of the work of the Hospitals.

According to a report, in the Canton vernacular papers a Russian cruiser is coming to Canton in a day or so and the Government authorities are planning to extend a warm welcome to the visiting cruiser and her crew.

According to an order of President Sun, the likin levied on all imported piece goods is to be turned over to support the Kwangtung University. The firms which are authorised by the Governor to collect this revenue have been notified to this effect.

To-morrow is the Catholic Feast of the Holy Rosary. Special services are to be held at the Rosary Church, Kowloon. The morning service consists of four Masses, and the evening service of the recitation of the Rosary, a Procession and sermon.

The Hongkong Women's Guild and Ministering Children's League will not be holding a Bazaar this year, but a Children's Fete is announced for Saturday, October 25th. Mrs. Harold Cressy has taken over the responsibilities of the Hon. Secretaryship from Mrs. Dyer Ball who is shortly going home with her husband, Mr. Justice Dyer Ball, who goes on leave this month.

The passengers who arrived on the *Empress of Australia* yesterday included Mr. H. P. White, Mr. and Mrs. D. J. Lewis, Mr. and Mrs. T. G. Woale, Mr. and Mrs. H. Lay, and Mr. and Mrs. E. Danenberg.

The many friends of Dr. Charles Forsyth will be glad to learn that his health has greatly improved since he left Hongkong a few months ago for Victoria, B.C. In a letter received in the Colony by yesterday's mail, Dr. Forsyth wrote: "I am glad to say that this marvellous climate is already altering my outlook on life, and I am much more cheerful than I was and feel that I may be able to play golf in a few months' time."

At a dinner given by friends at the Astor House Hotel, Shanghai, the engagement was announced of Mr. David E. Evans, of Mustard & Co., Inc., and Miss Vera A. Lomakina, of the British American Tobacco Company, Motion Picture Dept., Shanghai. There were numerous congratulations from friends, and among the first to tender his best wishes was Mr. Peter B. Kyne, the well-known American novelist, of "Cappy Ricks" fame who is at present touring the Far East.

The Chinese Mechanics' Union of Canton is celebrating the first anniversary of its establishment to-day. Our Canton contemporary says that of all the labour groups in the city the mechanics, who are employed in the railroads, factories and other engineering and construction work, are said to be the most progressive and their Union is the best organised. An imposing building which serves as the Union headquarters, has been constructed in Honan Island, almost opposite the Y.M.C.A. mainly by subscriptions from among the mechanics themselves.

In our report of the meeting of the Hongkong Board of Education, Mr. Wylie was erroneously reported as referring to the transportation of children to schools when he advocated a greater use of the taxi-cab. Mr. Wylie was referring not to the transportation of school children which, of course, the Government does not undertake—but to the transportation of the school inspectors and other officials. Another misunderstanding appeared in the reference to the proposed Adviser for Vernacular Studies. When, in reference to a remark by the Director, about "raising the standard at the top," Mr. Wylie remarked that the "man at the top" had not passed his examination at the University, he was referring to the Normal Master and not to the Adviser of Vernacular Studies.

H.E. THE GOVERNOR.

On Tuesday last His Excellency entertained His Excellency Mr. Robert Everts, the Belgian Minister at Peking, to dinner. H.H. Mr. Justice Gompertz, Commodore Grace, Hon. Colonel Russell Brown, Lieut.-Colonel Montague Bates and Mr. Wade were invited to meet the Minister. His Excellency will be present and will give away the prizes at the V.R.C. Aquatic Sports, during the afternoon. Later His Excellency, and a party from Government House, will attend Mr. Malini's performance at the City Hall. On Thursday, October 9th, His Excellency will be present at the Torchlight Tattoo which is being given on Murray Parade Ground.

THE CONNAUGHT ROAD MURDER.

WARRANT ISSUED FOR SHOP FOKI'S ARREST.

Following the police inquiries into the supposed murder at 145, Connaught Road, a warrant has been issued for the arrest of a shop foki who has been missing since Thursday afternoon. The foki who remained on the premises is being detained by the police.

The safe on being opened was found to contain only three double-edges, and it is thought that this furnishes a clue to the motive for the murder.

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]
THE LEAGUE.
PROTOCOL ADOPTED.
CHINA NOT ELECTED.

GENEVA, October 2nd.

The League Assembly has put the seal on a historic episode by unanimously adopting a series of resolutions formally launching the Protocol, and urging members to support the disarmament proposals. Forty-seven states voted, and there were no abstentions.

Among the speakers prior to the voting on the resolutions was the Chinese delegate, who said that owing to the distance of his country he had been unable to conduct his Government regarding the Protocol, but the delegation was prepared to vote the resolutions adopting it, and they rejoiced at their ability to participate in this manifestation of human solidarity.

BRITISH IDEAS.

LONDON, October 2nd.

Replying to questions in the House of Commons on the subject of Geneva, Mr. Clynes said he could only say the Protocol was not binding on any Government until it had been formally approved. He added that the British representative at Geneva made it clear that approval could only be given after full consideration by Parliament. An opportunity for discussion would be found as soon as possible. Replying to supplementary questions, Mr. Clynes said it was not merely proper but necessary to supply, for the purpose of Parliamentary discussion, a clear statement of the policy of the British delegation at Geneva as regards the use of the British fleet. He was asked whether steps would be taken to obtain the policy of the Admiralty, and asked for notice to be given of this question.

HOLLAND CAUTIOUS.

THE HAGUE, October 2nd.

It is semi-officially stated that, although the security and disarmament Protocol is regarded here as marking an important advance, the Dutch Government considers it advisable, in view of certain points to reserve the right to consider the document before finally accepting it.

CHINA WALKS OUT.

GENEVA, October 2nd.

Before the League Assembly closed, Uruguay, Brazil, Czechoslovakia, Spain, Belgium and Sweden were elected non-permanent members of the Council, whereupon the Chinese delegation bodily left the hall. China secured fourteen votes.

ASTON DISAPPOINTMENT.

The Chinese delegation to the Assembly have communicated a statement expressing Asiatic disappointment and a sense of crying injustice in being unrepresented on the League Council. The statement recalls the Assembly recommendation relative to the geographical principle in the distribution of the six non-permanent seats on the Council, and are of opinion that this disregard and neglect of Asia's legitimate rights may injure the League, and responsibility certainly cannot fall on Asia or Asiatic States if that continent, or a greater part of it, begins to disintegrate itself in the League's work.

LATEST CABLES.

AUSTRALIAN PROUNOUNCEMENT.

MELBOURNE, October 3rd.

In a speech in the House of Representatives regarding the Geneva compromise, Mr. Bruce said that unless anything in the protocol interfered with Australia's rights, there was no need for special action.

CHINA'S ACTION.

GENEVA, October 3rd.

The withdrawal of the Chinese from the chamber last night was much commented upon though it is not believed to imply China's withdrawal from the League.

BRITAIN AND THE SOUDAN.

LONDON CONVERSATIONS CONCLUDED.

LONDON, October 3rd.

The conversation between Mr. MacDonald and Zaghul Pasha has concluded. Zaghul is returning home shortly.

CANADIAN PREFERENCE.

MONTREAL, October 3rd.

The Federal Parliament has passed the Canadian Tariff Bill.

THE WORLD'S SPORT.

HOME FOOTBALL.

FIRST DIVISION.

Nottingham, 0; Aston Villa, 2.

RUGGER AT HOME.

ALL-BLACKS' VICTORY.

LONDON, October 3rd.

At "rugger" the New Zealanders beat Newport by 13 points to 10.

LATEST CABLES.

HOME POLITICS.

"TO GO TO THE COUNTRY."

LONDON, October 3rd.

There was an earnest discussion between Mr. MacDonald and his colleagues late last night. It is reliably reported it resulted in a decision to go to the country if the motion of censure was carried on October 5th after assuring the passage of the Irish Bill. Mr. Simon's amendment had given the Government at least a month's reprieve in the opinion of the Lobbyists, who point out that the purpose of the amendment is to avoid the responsibility of turning out the Government on an issue which the Liberals regard as more unfavourable than the Russian Treaty.

EARLIER CABLES.

ELECTION TALK.

LABOUR "READY."

LONDON, October 2nd.

With reference to the talk of an impending general election, a Labour official, interviewed by *Reuter* to-day, said the party was ready.

The Labour organisation was at its highest pitch of perfection, and the party would vigorously defend the Anglo-Russian treaties.

GOVERNMENT WILL BE DEFEATED.

Reuter's lobby correspondent says it is strongly believed tonight the Government will be defeated by the Conservative vote of censure on October 5th, and that a general election will follow; nevertheless in the event of a defeat all the parties will probably agree to pass the Irish Bill, while the Government is considering what course to adopt. It is not believed, however, that Mr. MacDonald will resign. Political opinion is emphatic that he will appeal to the country on Labour's handling to foreign affairs, and on the programme relating to domestic affairs.

LIBERAL ACTIVITIES.

An unexpected development of the political situation has occurred owing to the tabling of a Liberal amendment, in the name of Sir John Simon, to the Conservative vote of censure, proposing the appointment of a select committee to investigate and report on the circumstances leading to the withdrawal of the *Workers Weekly* proceedings. Sir John Simon was one of the Government's foremost critics when the subject was discussed in the House of Commons on September 20th.

IRISH BOUNDARY DISPUTE DISCUSSIONS IN THE COMMONS.

LONDON, October 2nd.

The House of Commons went into committee on the Irish Bill. Mr. Clynes said he hoped that when the committee stage was concluded to-day, the report and third reading would also be taken, whereupon the House of Commons would adjourn until October 5th, when the censure motion in connection with the *Workers Weekly* case would be taken.

The House by 27 to 207 rejected a Conservative amendment providing for commissioners to adjust the boundary, without substantially altering the area of Northern Ireland as fixed by the Government of Ireland Act of 1920.

The House adjourned until October 5th.

FATAL BUSINESS.

DIRECTOR COMMITS SUICIDE.

J. Q. ROWETT.

LONDON, October 2nd.

Mr. John Quiller Rowett, managing director of Rowett, Leaky & Co., Ltd., has been found dead in his residence in London.

Mr. Rowett was found hanged. According to the papers, he lost fifteen thousand sterling in the Shackleton expedition, and was greatly affected by the death of Sir E. Shackleton, of whom he was a schoolfellow. The financial crash of Sir John Stewart, the whisky distiller, who committed suicide is also believed to have cost Mr. Rowett a hundred thousand sterling.

WYOMING GOVERNOR'S DEATH.

CHEYENNE (Wyoming), October 2nd.

The Governor, Mr. William Bradford Ross, has died after an operation for appendicitis.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

FIGHTING AT SUNGKIANG.

SHANGHAI, October 3rd.

Heavy fighting was reported to-day at Sungkiang, but a Lunghua communiqué states that nothing seriously happened. The Linho-Hwangtu front is quiet.

[BY COURTESY OF THE "DAILY BULLETIN"]

WU AND WANG AT PEKING.

PEKING, October 2nd.

Wang Chen Ping returned from Shan-haikwan at seven o'clock this evening, and Wu Pei Fu and his staff are expected here shortly.

It is understood that Wang Chen Ping will proceed to Jehol to-morrow, where he will take over the command.

Feng Yu Hsiang has arrived at Cheng-tu, but the Third Army has not yet wholly left there.

The cruiser *Haiichi* shelled the Fengtien cavalry beyond Chungtsien yesterday. It is officially stated that the positions on all the Northern fronts are satisfactory.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON FOR THE CANTONESE.

A "Canton for the Cantonese" movement is again being launched in Kwangtung by friends of General Ngai Ping Ping, a former division commander of the Cantonese Army and ex-Chief of Police in Canton. The programme of General Ngai, it is stated, is to organize all Cantonese military units under his command, and then remove all non-Cantonese troops from the province. Dr. Sun Yat Sen will not be given a place in the programme. General Hsu Chung-chi of the nominal Cantonese Army in Canton, it is believed, has expressed himself in favour of the movement; but whether or not General Hsu has been acquainted with the full number in the programme, is not known. General Hsu, while believing that Dr. Sun should go, does not approve of his chief in general, except on conditions outwardly honourable and graceful. How far other Cantonese and organizations are supporting General Ngai, it has not been stated or definitely ascertained.

The hope of Dr. Sun Yat Sen to maintain his position longer in Canton through a compromise with General Chen has been shattered by General Lin Hu, a leading commander under General Chiang Jing, declaring that he intends to overthrow Dr. Sun before talking on national unification. General Lin Hu is preparing to march on Canton, but the report that Chen's men are near to Canton is somewhat premature.

Shanghai, a city on the Canton-Kowloon Railroad, was occupied by the Chen Army on the afternoon of October 2nd.

DR. SUN AND THE VOLUNTEERS.

In response to the desire of the Chinese outside the 135 Cantonese towns and cities now having volunteer organizations to join the Volunteer movement, the Kwangtung Provincial Volunteer Corps will make arrangements so that they may join in *shengwei* and help the movement outside in ways required in the special circumstances. Dr. Sun has published regulations practically abolishing the movement by putting the volunteer organizations under his sole command, but the Volunteers are going to so enlarge their strength as to spread the movement throughout the whole province.

DR. SUN AND THE CANTON CUSTOMS.

The Red Army Training School at Whampoa, financed by Soviet Russians with Dr. Sun Yat Sen as the Superintendent, *de facto*, will be unable to despatch its cadets in civilian attire to attend the counting mass meeting at the Canton Educational Association auditorium to be held this (Saturday) afternoon to express the desire of the Cantonese public for Dr. Sun Yat Sen to take control of the Canton Customs, an institution still administered by Peking appointees, according to a committee in charge of the meeting. Most of the cadets in this Soviet school are Manchurians, Mongolians, and Koreans, unable to speak Chinese. Governor Liao Chung Hui of Canton, who is also chief of the labour division of the Kuomintang Political Party of Dr. Sun Yat Sen, has given instruction that as many Kuomintang workmen as possible should attend the meeting and support the resolution to petition the Kuomintang Government to dismiss the Customs. General Li Fock Lum, acting Mayor of Canton, concurrently with other officers, has also ordered his military following to attend the mass meeting in civilian (and so as to make the gathering look like one of the citizens and not of the military contingents now in Canton).

EXPECTED VISIT OF A SOVIET CRUISER.

Upon the expected arrival of the Soviet Russian Sloop *Farovsky* at Canton, in addition to the usual international courtesy to be accorded by the Canton authorities, the Chinese Bolshevists, led by Mr. Hu Han Min and Mr. Liao Chung Hui, will ask the several labour unions in the city to give a reception to the officer and men of this craft. Dr. Sun Yat Sen's followers are denying that the Soviet sloop is coming to Canton to assist the "President" in his escape or in his coming attempt to seize the Customs Administration so as to invite foreign intervention and create an impression that the British and other Powers have helped the Cantonese in ousting him from Kwangtung.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

NEWS FROM MUKDEN.

WHAT CHANG IS DOING.

MUKDEN, October 3rd.

Chang Tso Lin has appointed five directors to the Chinese Eastern Railway who are proceeding to Harbin for a conference under the Director-General Pao Kwei Ching, who has been suggesting the transfer of the C.E.R. headquarters from Harbin to Mukden.

A Soviet Far Eastern Bank branch is being opened here.

The Russo-Mukden Agreement, according to the Russian authorities, shortens the term of the concession of the Chinese Eastern Railway to 1933, and also recognizes the Russo-Peking Agreement.

HOW FINNISH ATHLETES TRAIN.

THE CULT OF THE VAPOUR BATH.

For the selection of Finnish competitors at the Olympic Games there is no process beyond that all possible candidates are urged to train for the try-outs, and that all are afforded facilities for obtaining massage at low rates, says M. Lauri Pihlakka in the *Reinvojo*. The candidates for the team are also invited to arrange their private affairs in such a way as to allow them to spend, if necessary, their holidays in Olympic years at a special training camp, where the last two or three weeks are passed before the final selection of the team is made. The training camp is run on similar lines to the training tables at American colleges.

The ages of the members of the team vary far more than is generally the case with teams from other countries. There are usually included in it veterans who have returned to the track after an interval of years of comparative rest. Stenros, the winner of the last Marathon race, is a case in point. He began running in 1906; he retired from racing in 1916, returning in 1921 in order to train for the Games at Paris. He won the Marathon race at the age of thirty-seven, which was practically the only real Marathon run of his life. The veterans who come back to the track to compete in few or no contests till it comes to the Olympic try-outs. They spare themselves and harden their nerves for the real test.

The practice of falling out and coming back later is rendered possible by the abundant opportunities that Finland offers for outdoor exercises. The means of keeping in condition are within every one's reach. In winter-time there is ski-running—a splendid all-round exercise for the trunk, legs, and arms—starting from every cottage door. In summer there is the cross-country run. The sand or gravel roads—almost invariably non-macadamised—give magnificent opportunities for practice in running even where as yet no athletic fields exist.

In the country the children have to walk several miles daily on their way to and from school. In winter the journey is accomplished on skis. This constitutes a healthy and effective introduction to the athletic development that comes later on.

The methods of training employed in Finland are modelled on a close study of British and American methods and of the methods that have been followed in Finland from time immemorial. American influence is to be seen principally in field events and British influence on the track. In Green-Roman wrestling Finland has a school that is exclusively her own.

Of Finnish methods of physical culture the vapour-bath is perhaps the most important. From a remote past every cottage has had its own bath-house—a small hut with a stove. This stove is simply a heap of stones—the smooth, hard round stones that are found on lake shores. The stones are heated fire-hot, and then water is poured on them till the hut is filled with hot, dry, transparent steam. The bathers sit on a raised bench as close to the roof as possible and perspire freely. When perspiration ceases, and not till then, the sweat is washed off. After the steam bath a wonderful skin reaction is secured by subjecting the body to a cold air.

The Finn knows no greater pleasure than to sit unclad in the fresh air, after a steam-bath following great physical exertion, and allow the superheated skin to react to the cold air. There is no finer prevention of colds. The *sauna* combines the beneficial effects of bathing and massage: it softens the muscles and makes the joints supple. The Finn regularly takes a sauna bath once or twice a week.

To sum up, it may be said that the methods of athletic training in Finland are those employed in England and America, in combination with ski-running, walking, with individual free gymnastics (excluding dumb-bells and all one-sided muscle-building exercise), *sauna*, bathing, and Finnish massage. The Finnish massage is nothing if not thorough. Compared with it the English rub-down is mere finger-play. A *sauna* bath and massage follow hard practice-work; before a competition the athlete is given a slight rub-down to soothe the nerves.

Finally, in the Finnish system of training more attention is paid to the individual's needs, form, and idiosyncrasies than is usually the case elsewhere. There is little disposition in training circles to dogmatism, on fine points of individual style or on questions of diet.

SCOTTISH LETTER.

SOCIALISM AND THE UNIVERSITIES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 3rd.

Mr. James Maxton, the Socialist M.P. for the Bridgeton Division of Glasgow, in a characteristic outburst on the subject of our Universities, predicted that such places would soon be extinct as places of learning, and would be handed over to the Authority for the Preservation of Ancient Monuments. He did not believe that University education was essential to culture, and he challenged anyone to produce University-trained politicians who were as competent as Ramsay MacDonald, Philip Snowden, John Wheatley, and others who had not received University training. Oxford and Cambridge were specially attacked, which was more than a little surprising to those who know the sacrifice which most of the leaders of his own party have made in order to send their sons to one or other of these institutions. The Prime Minister's son has just left Oxford and is now representing that University as a member of a debating team which left a few days ago on a dialectical tour of the academic world. One of Mr. Arthur Henderson's sons is a graduate of Cambridge, and Mr. J. H. Thomas has a son there now. In each case the fathers have admitted a consciousness, which evidently Mr. Maxton does not share, of their own shortcomings owing to defective education in their early days. Mr. Maxton's reflections on the qualifications of the professors and lecturers are obviously based on the scantiest knowledge. They ignore the fact that in recent years there has been a marked and disquieting growth in the prevalence of Socialist opinion at both Oxford and Cambridge. Not a few of the teachers there are avowed adherents of collectivist principles, and both these Universities have flourishing Socialist or Labour societies. Indeed there is considerable ground for the suspicion that one section at least of the Socialist party is engaged in a deliberate and not unsuccessful attempt to use the Universities as propagating ground for their doctrines. However that may be, Mr. Maxton's belief that the Universities are hostile to Socialism is merely illustrative of the Labour party's tendency to suspect any institution of which they are ignorant. It is true that the Universities have not set up China in Street Corner Oratory or in Marxism, but they do at least train their students not to indulge in such platitudes as that "a University education is not essential to culture." Probably Mr. Maxton's real grievance is that the Universities are as free as any institutions in the world from the class prejudice which in the name of brotherhood he desires to encourage, and that they stimulate a readiness to "consider all things" rather than a blind acceptance of alien political creeds.

SWIMMING ACROSS THE FORTH.

After battling for four and a half hours against strong currents and the swells of the water, W. E. Barrie, Portobello, has succeeded in swimming the Forth. Crossing from Burntisland to Granton, he covered a distance of 10 or 11 miles. Barrie, who is president of Portobello Amateur Swimming Club, is the holder of the 440 and 880 yards Eastern Counties Championships. He had been carefully preparing for the event for a considerable time. Mr. Barrie, who is assistant science master at Broughton School, Edinburgh, is 29 years of age. He served in France during the war, and won the Military Medal.

A SINGING LAIRD.

Mr. Hugh Campbell, the laird of Straththo, in Forfarshire, has definitely made up his mind to adopt singing as a profession. He possesses "an attractive voice," and is now a student at the Royal College of Music, London. He is the nephew of one of Britain's Premiers, the late Sir Henry Campbell-Bannerman.

CABLE SHIP LAUNCHER AT GOVAN.

Alexander Stephen & Sons (Ltd.) launched at Linthouse, Govan, the twin-screw steamer *The Cable*. Her dimensions are 251 feet by 35 feet by 24 feet 6 inches, and she is about 1,600 tons gross. The vessel has been classed at Lloyd's and built for the Eastern Extension Australasia and China Telegraph Co. (Ltd.), for service in the Far East, where she will be engaged in laying and repairing the Company's telegraph cables. For this service she has been fitted with all manner of mechanical and electrical gear for the cable work, and with ample accommodation for the large staff required. The propelling machinery consists of two sets of triple expansion engines, taking steam from two single-ended boilers fitted to burn either coal or oil, and has been constructed by the builders to give a speed of 11 knots.

THE CLYDEBANK RENT STRIKE.

The strike against payment of rent in the notorious Clydebank district of Glasgow has now lasted for many months. Shortly put the position is this. A great many Clydebank people are in arrears with their rents; some months ago the amount owing to landlords had reached £150,000. A few of the tenants, about ten per cent., it is said, are unemployed; other ten per cent. are in receipt of very low wages; but the remaining eighty per cent. have no special excuse for being behindhand. Yet comparatively few cases of undoubted hardship have been made of the excuse by a Tenants' Association for refusing to pay any rent until the proprietors withdraw the 40 per cent. increase under the Rent Restriction Act, which tenants everywhere else are struggling to pay. The Factors' Association has offered to deal leniently with the hard cases if the others will begin to pay up. The Scottish Secretary held an inquiry, but found the Tenants' Association so refractory that he washed his hands of the whole affair. Now the Labour M.P. for the Clydebank district has come forward and coolly proposed that the landlords should submit their claims to a

"Tribunal" outside the ordinary Law Courts. As the proposal is framed it is impossible for the landlords to agree to it. The result will probably be evictions, and these will be held up all over the country as examples of landlord tyranny. As a matter of fact, they will be examples of lawlessness. A return to pre-war rents is out of the question; but it would come about automatically if there were a return to pre-war wages, pre-war production, and the pre-war purchasing power of the pound sterling. What has Labour, what in particular has the house-building industry done, to bring about a return to pre-war standards? It needs no Commission or Tribunal to tell us that rents, in other words the costs of house-building, bear a higher proportion to average earnings in Scotland than in most parts of England. But that anomaly cannot be removed save by more economical methods of construction and a better standard of work in the building trades. Merely to decree a general reduction of rents in Scotland would simply be to ruin owners' stop all housing schemes, and force local rates up to a point that would mean the closing down of industries. No Commission of some men would ever advocate such a policy.

THE MACSMITH CLAIM.

The last touch of American golf here for the season is being supplied by Macdonald Smith at Glenegencies. Though a Scot—he is one of the army of professional Americans who have derived from the famous nursery at Carnoustie—their provision of a higher proportion to average earnings in Scotland than in most parts of England. But that anomaly cannot be removed save by more economical methods of construction and a better standard of work in the building trades. Merely to decree a general reduction of rents in Scotland would simply be to ruin owners' stop all housing schemes, and force local rates up to a point that would mean the closing down of industries. No Commission of some men would ever advocate such a policy.

THE GAME OF BOWLING.

In the olden times curling was looked upon as our most democratic game, on the ice and lawn, and farmer, minister and mason, shopkeeper and shepherd met on equal terms in friendly tussle; but nowadays when curling can be so seldom indulged in it would seem that the bowls must take pride of place as the game where class distinction is non-existent and all ranks meet on an equal footing. I have just seen carried through successfully a bowling tournament taken part in by 300 players from all quarters. They represented the Church, the land, the school, the shop, the bench, the desk, the law—in fact it would be difficult to find any occupation that did not send a competitor. Some of the ties furnished curious results. For instance a doctor of urban beat a doctor of medicine, a minister triumphed over a barly policeman, a banker put out a postman, then fell to a dominie, a linker was too much for a draper, and so on until finally a cheery grey-haired little miner came out on top and annexed the coveted championship trophy. A fine sporting spirit pervaded the whole tournament, keen opponents struggled in friendly rivalry, and the whole affair was a pleasing example of a good game free from all professionalism, and helping all for which true sport stands. It is sometimes called the old man's game, but the young and the strong were much in evidence. One young student was a prominent competitor, while a sprightly man of 73 gave a good account of himself.

THE DOLLY MASCOT.

If there is one thing rouses me to admiration, more than another it is the sturdy habit of exalting the home product over all others. This is what has made Wembley so attractive—it has been so uncompromisingly British, except when it gave the freedom of its noble stadium to an event which made a second-rate home heavyweight a laughing stock. But there is another exception to record. I have just been shown a small dolly mascot, which a Glasgow man has brought home with him. It cost him two shillings and is not a bad mascot as mascots go—neat and well put together. The box it lives in has a good old British name on it, it is but on the dolly. What would you say if between dolly's little shoulder blades there was stamped the one word "Germany"? Well, say it. There was.

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DANCING OF NEXT SEASON.

NO SUCCESSOR TO THE
FOX-TROT.

[BY A CORRESPONDENT TO THE "OBSERVER"]

A curious new situation appears to have arisen in the dancing world. It is customary at this time, when the millions of people who compose the dancing public are holiday-making on moors and by the sea, for the professional element here and in America to hold their annual congresses, and search for some new whim to amuse and intrigue in the coming season. This new dance, or modification of an existing dance, is made the dance fashion of the moment.

Last year the "blues" was chosen and imposed—I use the word advisedly—on the ballroom; the season before it was the Parisian four-step tango which was picked for our amusement; and the season before that El Chuecho made a brief and inglorious appearance on the dance stage. But now, although the English Association of Dancing Masters, the Midland Association of Teachers of Dancing, the National Association, the very influential Imperial Society, and most of the other organisations have met, held their demonstrations of new dances, and awarded prizes and medals, no new measure of importance has emerged, none promises, and it looks as if the new dance season would open without an officially-backed innovation.

This situation opens some interesting prospects. At present, the fox-trot and the waltz reign supreme. The one-step is played very infrequently; its chief use is to open and close a dance. The "blues" have quietly died. They rushed in, like the tango of pre-war days, and suddenly went out. The recording manager of one of the biggest gramophone companies—and gramophone concerns are good barometers—told me recently that he had not made a new "blues" record since Christmas, although as late as November last year "blues" were being played four and five times a night in the fashionable dance restaurants. There are only the four-step tango, which is really not a tango at all, but a dance with an individuality of its own, and the quite new Five-Step, left to choose from—if a choice is to be made at all.

THE TANGO'S CHANCES.

The tango's strong point is that it already has a nucleus of dancers, and has been on the dance stage for three seasons. In Paris it is the fox-trot's rival. Fox-trot, tango, waltz, is about how the Paris dance programme runs, in the proportion of 4-2-1. In many smart places it has its own band, which specialises in tango music, is equipped with tango-playing instruments, with concertina or harmonium, predominating in the place of the saxophone of the fox-trot, and plays no other music. At such places as Deauville, Biarritz, Le Touquet, the tango is danced a good deal. Many people have acquired it these last three years, and dance it in French ballrooms. In London for one season it was played once or twice during tea dances and at night in most of the best dance places, but so few people took the floor that presently it was dropped. Still, it might be revived in the coming season with a good prospect of being taken up.

The only rival the Parisian tango has at present is the Five-Step, the new dance which I described in these columns when it appeared five months ago. The Five-Step is quite a delightful dance, not quite in the English style, but rather pasty, gliding, with no difficult postures. Its weakness is that it rather lacks character. Tango and waltz steps can be done to its music quite well. But the music is charming and alluring and that is half the battle.

THE FORCE OF VENTED INTEREST.

It cannot be too strongly emphasised that it is the music which keeps one particular dance alive, or sweeps a new dance in. Steps are of quite secondary importance. The whole prospect of new dances is darkened by the fact that something of a vested interest in fox-trot music has grown up. Tens of thousands of expert "jazz" musicians and composers keep the fox-trot living and vital; bands have reached a very high pitch of perfection; and the forces opposing any considerable change are enormous.

Meaning, there are no changes in either waltz or fox-trot. One slight change in the dance programme is in the proportion of waltz to fox-trot. Last season it was five fox-trots to one waltz in most places; in the coming season it will be four or even three to one. The leading dance teachers are occupied almost wholly with refinements of style. Perfect smoothness, rhythm, timing, sensitive quickness of turn and change, step, technique of hold and carriage, these are things which can always be tuned up a little more; for the peak of dancing pleasure is never attained until muscular motion blends perfectly with the rhythm and suggestion of the music.

A DANCE TYRANNY.

FOX-TROT DOOMED BY ITS GREAT POPULARITY.

That the fox-trot in England has become a tyranny is the view expressed by M. Camille de Rhyal, organiser of the World's Dancing Championship and referee at the Eastern Counties Dancing Championship at the Pier Winter Garden, Southend-on-Sea.

Unless something is done, says M. de Rhyal, the fox-trot will kill itself entirely by making people utterly sick of it. The secret of this extraordinary demand for the fox-trot, he says, is traceable to war days, when men, in their brief leaves, had no time for any dances except those that were simple, and could be picked up easily—which spell fox-trot every time.

Variation is always preferred to monotony, and that is why this tendency to adhere to one dance carries its own doom, he says.

At the Eastern Counties Championship the fox-trot has to take its rightful place on a level with the waltz, the one-step and the tango.

M. de Rhyal says he wants to see a revival of the waltz, which he considers is the Queen of dances.

CHURCH SERVICES.

Union Church, Kennedy Road.—Sunday Services, October 5th:—
Sunday School resumes for the Season at 10 o'clock. All Children welcome.
Morning Service at 11 o'clock.
Hymns: 80 (Psalm 103), 657, 785, 533.
Communion at 10. Open to all Christians.
Men's Meeting in the Lecture Hall at 4 o'clock.
Evening Service at 6 o'clock.
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First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.

WEATHER REPORT

October 3rd at 1841.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 18 deg. N. Long. 119 deg. E., moving W.N.W.
October 3rd at 1841.—Pressure has decreased moderately at Hong Kong and slightly over Formosa, N. China and Indo-China. It has increased moderately over the Philippines and slightly over the Loochoo Islands.

The anticyclone is stationary over Japan. At 2 p.m. this afternoon the typhoon was in about Lat. 18 deg. N. and Long. 119 deg. E., moving W. or W.N.W.

Manila Warning:—Typhoon W. of northern Luzon, between 100 miles distant moving W. or W.N.W. Recd. 34. 16h. 18m.
Manila warnings:—2. Typhoon W. of the Ladrone or Mariana Islands direction unknown.
Hong Kong rainfall for the 24 hours ending at 18 hours, Oct. 3rd, 0.00 inch. Total since January 1st, 91.38 inches, against an average of 74.02 inches.

The forecast for the 24 hours ending at 18 hours, Oct. 4th is as follows:—

Formosa Channel:—N.E. winds, fresh to strong.
Hong Kong to Gap Rock:—N. winds, fresh to strong; fair, overcast and rain later.

South coast of China between Hong Kong and Lameck:—do.

South coast of China between Hong Kong and Hainan:—do.

HONGKONG METEOROLOGICAL REGISTER.

	Previous On Date On Date		
	Day	at	at
	2 p.m.	6 a.m.	2 p.m.
Barometer	29.78	29.74	29.62
Temperature	82	76	88
Humidity	60	76	55
Wind Direction	ESE	ENE	N
Force	3	1	3
Weather	c	B	O
Rain	0.02	0.00	0.40
Highest open-air Temperature on 2nd	84		
Lowest open-air Temperature on 3rd	76		

HONGKONG TIDE TABLE

From Oct. 3rd to 9th, 1924.									
HIGH WATER.					LOW WATER.				
Days of Week	Days of Month	H.K. Standard Time	Height	H.K. Standard Time	Height	Days of Week	Days of Month	H.K. Standard Time	Height
Satur.	4	h. m.	ft. in.	h. m.	ft. in.	Satur.	4	h. m.	ft. in.
		0 11	7 3	7 26	4 3			0 11	7 3
Sun.	5	1 53	5 3	6 27	4 3	Sun.	5	1 7	7 2
		3 33	4 0	7 9	4 6			3 33	4 0
Mon.	6	2 24	5 0	8 01	4 5	Mon.	6	2 24	5 0
		5 46	5 0	8 31	4 9			5 46	5 0
Tues.	7	3 22	5 8	9 11	4 8	Tues.	7	3 22	5 8
		6 56	5 2	10 35	4 8			6 56	5 2
Wed.	8	5 4	6 8	11 36	4 8	Wed.	8	5 4	6 8
		7 23	5 5	12 36	4 5			7 23	5 5
Thur.	9	6 17	6 9	1 22	4 5	Thur.	9	6 17	6 9
		7 59	5 8	1 22	4 5			7 59	5 8
Fri.	10	7 14	7	1 59	4 1	Fri.	10	7 14	7
		8 24	6 1	1 59	4 1			8 24	6 1

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Per P. & O. s.s. *Kashmir*, from Yokohama, on October 3rd.—Mr. O. Ludwigson, Mr. R. M. McKenzie, Mr. T. R. Miller, Mr. T. W. White, Mr. H. J. King, Mr. H. J. Campbell, Capt. A. G. L. Hewson, Miss R. Stewart, Mr. S. C. Galloway, Mr. and Mrs. D. O. Larsen, Miss M. E. Tracey, Miss M. D. Jessie, Mr. W. J. Isbister, Mr. C. E. Beale, Mr. T. Macfarlane, Actg. Sub-Lt. H. Brown, C. L. Edwards, P. Q. Rogers, F. A. Edlin, J. H. Graham, D. L. Craig, Mr. D. J. Marguettes, Mr. J. N. Gibbons, Mr. P. Wood, Mrs. E. W. Grimes, Mrs. C. T. Beatch, Mr. A. S. Lee, E. R. A. T. Jeffrey, C. Ascott, Mr. H. P. Surry, Col. and Mrs. A. Borton, Miss Chapman, Mr. and Mrs. C. L. Paton, Dr. and Mrs. J. O. Wilkerson and child, Mrs. J. B. Hayman, Miss M. Fidler, Mr. L. Edelhardt, Mr. T. Spottier, Mr. C. Hunking, Mrs. W. H. Swars, Mr. Ranjit Singh, Mr. and Mrs. (ban) Koon Bee, General Sir John Fowler, Misses L. and M. Fowler, Miss Sissons, Mrs. J. C. DeKing Dura, Ft. Engr. C. Ford, Lt. T. E. Donaldson, Rev. Fr. Parrell, Mr. and Mrs. Dudley Read, and Mrs. S. C. Hayes.

Per P. & O. s.s. *Kishgar*, from London on October 3rd.—Mrs. R. Taylor and two children, Mr. J. Cocker, Mr. I. M. P. Revan, Miss E. M. Baillie, Mr. D. Z. M. Bertham, Rev. P. M. O'Connor, Mr. R. J. Clarke, Mr. C. Findlay, Mr. R. M. Delaney, Mr. E. C. Long, Mr. F. S. Elliott, Mr. C. H. Godwin, Mr. C. F. Brooks, Mr. R. F. Dowar, Mr. W. L. Clark, Mr. J. Serim, Mr. A. T. Hope, Mr. T. H. Ellis, Mr. L. Holdroyd, Mr. J. H. Thompson, Mr. A. E. Cromie, Lt. R. A. Chidson, Mr. W. Lyons, Mr. P. D. Probert, Mr. T. W. Smith, Miss S. Sin, Capt. and Mrs. R. Tully, Mrs. Fotheringham and two children, Mr. and Mrs. B. Hemingway and child, Mr. B. Hogg, Mr. R. C. Andrew, Mr. H. W. Tamlyn, Mr. E. L. Bayle, Mr. J. W. F. Gerhartz, Mr. J. Munro, Mr. W. Turner, Mr. and Mrs. W. G. Carr and three children, Mr. and Mrs. J. C. Millward and three children, Miss M. K. Rose, Mr. E. J. Ling, Mr. W. McMillivray, Mr. R. E. Brown, Mr. Monies, Mr. J. Drevett, Capt. R. S. McFarlane, Lieut. Col. and Mrs. G. R. V. Stewart and child, Mr. P. Bolan, Mr. R. Sharp, Mr. F. B. Marshall, Mr. M. Albrecht, Major L. Tracey, Mrs. J. Taber, Mr. J. J. Mieldazis, Mr. W. White, Mrs. Z. Mallin, Mr. A. M. Brown-Smith, Mr. J. B. Thompson, Mr. F. Oldrieve, Mr. P. J. Klink, Mr. and Mrs. Sears, Mr. H. A. MacLean, Mr. F. N. Hill, Rev. and Mrs. Rothenberger, Miss L. Davidson, Mrs. Hopkirk and child, Mr. and Mrs. Li Yuk Tong, Mr. R. E. A. Webster, Miss V. Apear, Mrs. V. Phillips, Mrs. H. MacLurean, Mr. and Mrs. Postle and child, Mr. Chan Poon Shek, Mr. Lee Chek Mui, Mr. J. S. Crowell, Mr. C. S. Keh, Mr. F. C. Tait, Mr. E. Mole, Miss Tooker, Miss Pettier, Mr. S. H. Nyholm, Mr. S. Beldton, Mr. J. Mordecai, and Mr. I. Y. Levy.

Per R.M.S. *Empress of Australia*, on October 3rd.—Mr. T. Arthur, Mrs. C. Atkinson, Mr. P. Barrett, Miss M. Barton, Dr. and Mrs. J. M. Bailey, Mr. and Mrs. E. S. Macrae, Mr. and Mrs. B. S. Butcher, Mr. J. F. Buxton, Mrs. S. Cashin and five children, Rev. and Mrs. B. L. Carter, Miss M. H. Carter, Mr. A. Chetchem, Mr. R. Chang, Miss M. J. Clark, Mr. S. W. Choy, Mr. L. C. Chan, Mr. C. Chan, Miss Y. C. Chin, Mr. L. Chu, Mr. L. Dulberg, Mr. and Mrs. E. Danenberg and 2 child, Mr. R. A. E. Denton, Mrs. G. L. de Negri, Mr. M. H. Dodge, Dr. and Mrs. L. S. Eastlake, Mr. L. Eli, Mr. and Mrs. S. Feldstein, Mr. E. Fredericks, Mr. W. N. Finlayson, Mr. R. Gunter, Mr. T. B. Gregg, Mr. Highton, Mr. C. Hammond, Mr. and Mrs. P. Hingke, Mr. and Mrs. P. Hing, Mr. P. Hing and family, Mr. J. H. Holmes, Mr. Hing, Mr. Hing, Mr. J. P. and Mrs. Hing, Mr. G. Kittredge, Miss E. Keith, Dr. and Mrs. O. S. Large, Mrs. M. C. Lane, Mr. F. T. Lam, Mr. A. B. Lloyd, Mr. and Mrs. D. J. Lewis, Mr. F. C. Li, Mr. and Mrs. H. Lay, Mr. and Mrs. Lockwood, Miss Lockwood, Mr. Y. C. Li, Mr. H. L. Lee, Mr. W. S. Li, Miss Laung, Mr. G. T. May, Mrs. G. McDonald, Mr. and Mrs. J. B. MacLachlan, Mr. W. M. Noble, Mr. A. Nissim, Mrs. S. Y. Ng, Mr. L. H. O'Young, Mr. V. Roodchand, Mr. J. M. Ramsay, Mr. D. Ramsey, Mr. and Mrs. G. Robinson, Mr. T. H. Shao, Mrs. E. M. Sleight, Mr. H. R. S. Sturt, Mr. T. Y. Tong, Mr. and Mrs. E. S. Varley, Dr. J. A. Vnn, Kaathoven, Mr. H. P. White, Mrs. T. E. Whitmer, Mr. and Mrs. W. J. Wilde, Mr. and Mrs. T. Weath, Mr. and Mrs. C. Wright, Mr. W. S. Watson, Mr. C. F. Wong, Mr. K. P. Yu, Mr. G. S. Zimmer, Mrs. J. Fong, Capt. and Mrs. D. Fettes, Mr. and Mrs. J. E. Featherston, Miss E. Featherston, Mrs. J. Anderson, Miss B. M. Cairns, Mr. J. L. Chang, Mr. and Mrs. Z. Chengkaining, Miss S. J. Davis, Capt. V. C. De-Votie, Miss E. Woolley, Major F. Herr, Mr. M. C. Ho, Mr. Y. S. Kwan, Rev. E. Larson, Mr. P. Lee, Mr. D. K. Lam, Mr. T. C. Liu, Mr. W. C. Lau, Mr. C. Mont, Mrs. C. A. Nelson, Rev. and Mrs. W. M. Robb, Miss E. Rea, Miss L. Searlett, Mr. and Mrs. A. Shun, Miss L. M. Sterling, Mr. A. J. Snell, Dr. J. V. Scott, Mrs. E. G. Sharnhorst and two children, Mrs. C. T. Wong.

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "PERSIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 3rd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent.

All claims against the Steamer must be presented to the Underigned on or before the 19th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by our Surveyors, Messrs. Goodman & Dotsch.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD.

Hongkong, 3rd October, 1924. [1321]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "SOUTHWESTERN MILLER" having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 6th October 1924, at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Cornsought Road, Hongkong.

Telephone No. 3165.
Hongkong, 29th September, 1924. [1308]

THE BEN LINE STEAMERS, LIMITED.

FROM LIETH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENLED"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before 15th October, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th October, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Hongkong, 30th September, 1924. [1312]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
MANILA via AMOY	"SUBANG"	Saturday, 4th Oct.	3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Sunday, 5th Oct.	7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 5th Oct.	8 a.m.
SANDAKAN	"BINSANG"	Monday, 6th Oct.	1 p.m.
BANGKOK via SWATOW	"KWAISANG"	Monday, 6th Oct.	5 p.m.
ISINGTAU via SWATOW	"TINGSANG"	Wednesday, 8th Oct.	10 a.m.
KOBE via MOJI	"LAISANG"	Thursday, 8th Oct.	Noon
STRAITS & CALCUTTA	"HOSANG"	Thursday, 8th Oct.	2 p.m.
SHANGHAI via SWATOW	"TAKSANG"	Friday, 10th Oct.	10 a.m.
MANILA	"LEESANG"	Saturday, 11th Oct.	12 a.m.
TIENTSIN	"CHIPSANG"	Saturday, 11th Oct.	Noon
BANGKOK via SWATOW	"HOPSANG"	Monday, 13th Oct.	5 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Luban, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chiao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Thursday, 9th Oct., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. Central 915.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leave Hongkong.	Discharged.
"GLENSHANE" ...	6th Oct.	"GLENOGLE" ...	24th Oct.	
"GLEGARRY" ...	18th Oct.	"GLENGLASS" ...	24th Oct.	
"GLENAPP" ...	30th Oct.	"GLEGARRY" ...	13th Nov.	
"CARMARTHENSIRE" ...	13th Nov.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

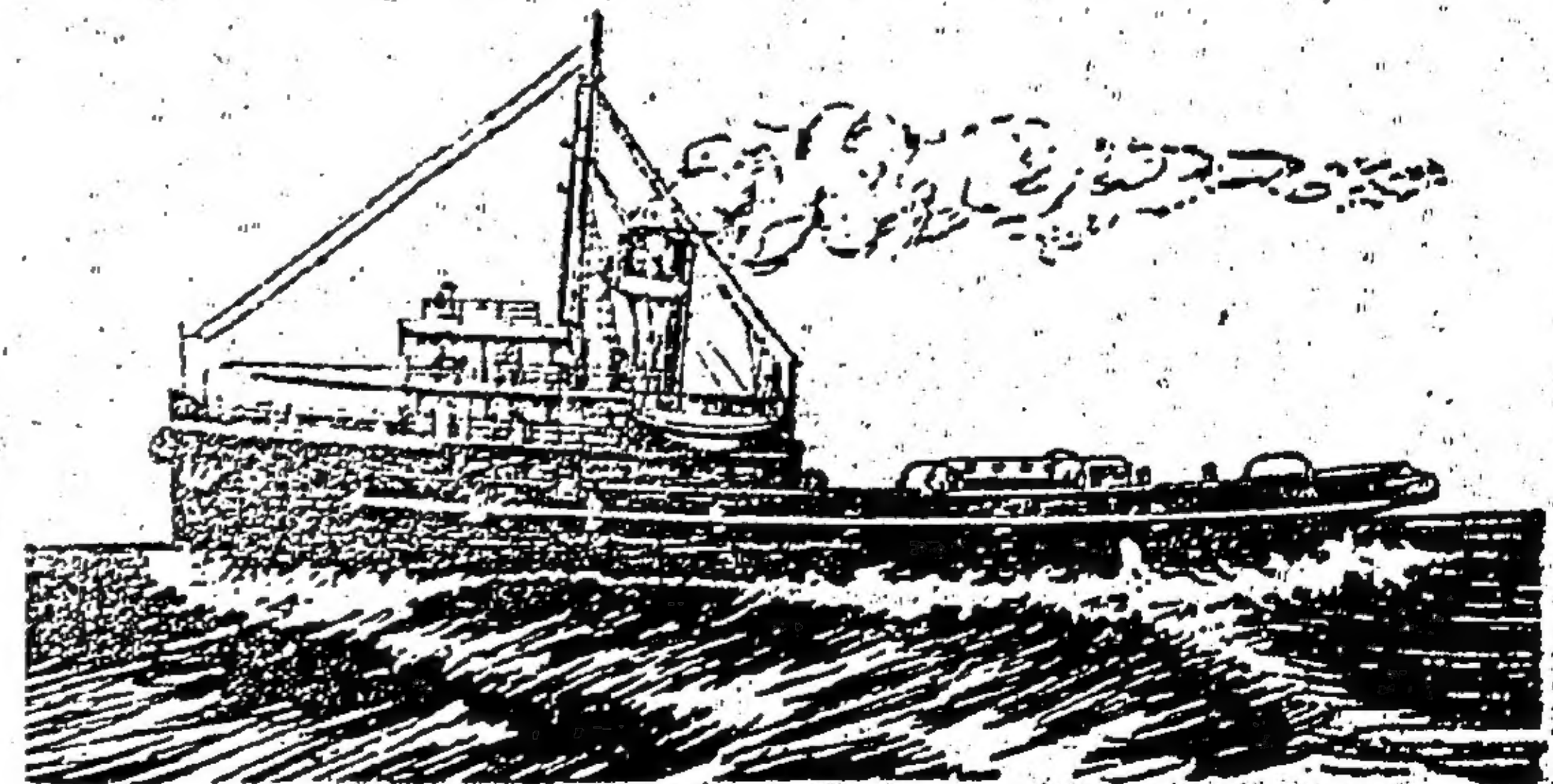
Telephone: Central No. 215 sub-ex. 23, and Central 2896.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped, complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea, night and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

R. M. DYER, R.N., M.I.E.E. F.R.S. DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

October 2nd
Elmore, British str., 2,845 tons, Capt. D. O. Evans, from San Pedro, lying at A.P. wharf—Asiatic Petroleum Co.
Yamaguchi, Japanese str., 3,061 tons, Capt. T. Horiuchi, from Seattle, with a general cargo, lying at Kowloon Wharf—N.Y.K.
Amoy, British str., 1,101 tons, Capt. S. Swinney, from Bremen and Singapore, with a general cargo, lying at Halls wharf—The Bank Line.
Seifu, British str., 1,172 tons, Capt. D. C. Davis, from Singapore, which port she left on September 25th, with a general cargo, lying at Kowloon wharf—Mackinnon, Mackenzie & Co.
Taiwan, British str., 5,736 tons, Capt. A. Munro, from Amoy, with a general cargo, lying at buoy No. A25—Mackinnon, Mackenzie & Co.
Tamania Maru, Japanese str., 2,517 tons, Capt. K. Okuno, from Moji, with a general cargo, lying at buoy No. A5—N.Y.K.

October 3rd.

Boerac, Dutch str., 1,190 tons, Capt. J. B. Jorjdrager, from Foochow, with a general cargo, lying at buoy No. A1—J.C.L.
Empress of Australia, British str., 12,222 tons, Capt. A. J. Kiley, from Vancouver, which port she left on Sept. 11th, with a general cargo, lying at Kowloon wharf—C.P.S. & Ltd.
Kashgar, British str., 9,005 tons, Capt. R. M. M. Collier, from London, which port she left on August 20th, with a general cargo, lying at Kowloon wharf—P. & O.
Kashgar, British str., 8,845 tons, Capt. R. H. Stringer, O.B.E., from Yokohama and Shanghai, the latter port she left on September 30th, with a general cargo, lying at buoy No. A1—Mackinnon, Mackenzie & Co.
Swatow, British str., from Canton, lying at buoy No. B7.
Zachur, British str., from Canton, lying at buoy No. B9.
Alondra, Dutch str., 3,514 tons, Capt. R. Bort, from Rotterdam, with a general cargo, lying at buoy No. A6—J.C.L.
Petit, Italian str., 2,573 tons, Capt. Crivellari, from Trieste, with a general cargo, lying at Kowloon wharf—Dedwell & Co.
Shanai, British str., from Canton, lying at buoy No. C10.
St. Albans, British str., 4,919 tons, Capt. E. J. Pileher, from Melbourne, with a general cargo, lying at Kowloon wharf—Mackinnon, Mackenzie & Co.

CLEARANCES.

October 3rd
Boerac, for Singapore.
Chinko, for Hoihow.
Dukut, for Hoihow.
Aburau, for Tarakan.
Amoy, for Swatow.
Hongkong, for Chefoo.
Hoihow, for Kwang Chow Wan.
Ichang, for Shanghai.
Kashgar, for Shanghai.
Kashgar, for Singapore.
Kashgar, for Shanghai.
Leke, for Kowloon.
New Mithide, for Haiphong.
Seifu, for Kobe.
St. Albans, for Moji.
Swatow, for Amoy.
Taiwan, for Dairen.
Tamania Maru, for Batavia.

SHIPPING MOVEMENTS.

The *ss. Phenix* (Blue Funnel), left Liverpool on September 27th for Hongkong, Shanghai, Kobe, and Yokohama, and is due here on or about October 25th.
The *ss. Jiji* (Blue Funnel), from Liverpool, left Singapore on the 1st inst. for this port and is due here on the 6th inst.
The *ss. Jiji* (Blue Funnel), left Port Said on September 10th for Genoa, Marseilles, Liverpool and Glasgow.
The *ss. Jiji* (Blue Funnel), left Port Said on the 1st inst. for London, Hull, Rotterdam and Hamburg.

VESSELS EXPECTED.

Ajia (Blue Funnel), due October 9th.
Aki Maru (N.Y.K.), due October 10th.
Andes Maru (O.S.K.), due October 6th.
Empress of Asia (due October 13th).
Fushimi Maru (N.Y.K.), due November 3rd.
Hakone Maru (N.Y.K.), due October 13th.
Katori Maru (N.Y.K.), due October 7th.
Island (Blue Funnel), due October 18th.
Mentor (Blue Funnel), due October 18th.
Omnia (Blue Funnel), due November 1st.
Orestes (Blue Funnel), due October 6th.
Pays Maru (O.S.K.), due to-day.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 20th.
President Hayes (Dollar), due October 13th.
President Jefferson (Admiral Oriental), due October 8th.
President Pierce (P.M.), due October 6th.
Suwa Maru (N.Y.K.), due October 5th.
Tokido (B.L. and Apege), due October 5th.

SHIPPING NOTES.

The P. & O. passenger mail boat *Panama* has been launched and will sail shortly between London and Bombay. The vessel, whose tonnage is 10,000, has seven decks, is an oilburner and can do 17 knots an hour. Each of her bunks is fitted with warm and cold air control.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	Moorea Prince	Brit.	Fraser Lane	On 30th Nov.
Boston & New York via Suez	Karylochtis	Brit.	The Bank Line, Limited	On 11th inst.
San Francisco via Suez & Jap. Ports & Hls.	President Pierce	Am.	Pacific Mail S.S. Co.	On 8th inst., 10 a.m.
San Francisco, &c.	West Chopaka	Am.	Struthers & Barry	On 15th inst.
Victoria & Vancouver, B.C. via Shanghai, &c.	Empress Australia	Brit.	Canadian Pacific O.S. Ltd.	On 15th inst.
Victoria, Seattle & Vancouver via J. Ports.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst.
Victoria, Seattle, Tacoma, Vancouver, &c.	Albatross Maru	Jap.	Yokohama Specie Bank	On 12th inst.
Victoria, Seattle & Vancouver	Philotetes	Brit.	Butterfield & Swire	On 15th inst.
Seattle & Victoria via Hls. & Yokohama	Frederick Jackson	Brit.	Admiral Oriental Line	On 25th inst.
Marseilles, London, Antwerp via Singapore, &c.	Amboise	Brit.	F. & O. B. I. & A. L.	On 4th inst., Noon.
Marseilles, &c.	Chantilly	Brit.	Messageries Maritimes	On 13th inst.
Marseilles, &c.	Fortbos	Brit.	Messageries Maritimes	On 13th Nov.
Marseilles, London, Antwerp via Singapore, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 8th inst., 11 a.m.
Marseilles, London, Antwerp, Rotterdam & Hamburg	Tydemus	Brit.	City of Glasgow	On 18th inst.
Genoa, Havre, Liverpool & Glasgow	Trier	Brit.	Butterfield & Swire	On 18th inst.
Marseilles, London, Rotterdam & Hamburg	Antiochus	Brit.	Osaka Shosen Kaisha	On 24th inst.
London, Hamburg, Rotterdam & Antwerp, &c.	Paris Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 3th inst.
Amsterdam, Rotterdam & Hamburg	Glenogle	Brit.	Butterfield & Swire	On 24th inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Oatkerk	Dut.	Java-China-Japan-Lijn	On 3th inst.
Amsterdam, Rotterdam & Hamburg	Trier	Brit.	Hunter Brocklebank & Co.	About 15th inst.
Bombay via Singapore & Colombo	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
Straits & Calcutta	Hosang	Brit.	P. & O. B. I. & A. L.	On 9th inst., 3 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Taira	Brit.	P. & O. B. I. & A. L.	On 4th inst., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Sicilia	Brit.	P. & O. B. I. & A. L.	On 29th inst.
Singapore, Penang, Colombo, Bombay, &c.	Farallina	Brit.	P. & O. B. I. & A. L.	On 29th Nov.
Singapore, Penang, Colombo, Bombay, &c.	Vua Gioan	Brit.	Java-China-Japan-Lijn	On 9th inst.
Singapore, Penang, Colombo, Bombay, &c.	Finme-L	Brit.	Doddwell & Co., Ltd.	On 6th inst.
Singapore, Penang, Colombo, Bombay, &c.	Nanning	Brit.	Butterfield & Swire	On 4th inst., 4 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Chakra Maru	Jap.	Yamashita Kisen Kaisha	About
Singapore, Penang, Colombo, Bombay, &c.	Takwa Maru	Jap.	Yamashita Kisen Kaisha	About
Singapore, Penang, Colombo, Bombay, &c.	Hissang	Jap.	Jardine, Matheson & Co., Ltd.	On 8th inst., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
Singapore, Penang, Colombo, Bombay, &c.	St. Albans	Brit.	P. & O. B. I. & A. L.	On 29th inst.
Singapore, Penang, Colombo, Bombay, &c.	Tianyang	Jap.	Butterfield & Swire	On 10th inst., 10 a.m.
Singapore, Penang, Colombo, Bombay, &c.	Malva	Brit.	P. & O. B. I. & A. L.	On 10th inst.
Singapore, Penang, Colombo, Bombay, &c.	Kashgar	Brit.	P. & O. B. I. & A. L.	On 4th inst., 10 a.m.
Singapore, Penang, Colombo, Bombay, &c.	Talma	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
Singapore, Penang, Colombo, Bombay, &c.	Dunessca D'Agosta	Brit.	Doddwell & Co., Ltd.	About 30th inst.
Singapore, Penang, Colombo, Bombay, &c.	Tymazook	Dut.	Java-China-Japan-Lijn	On 14th inst.
Singapore, Penang, Colombo, Bombay, &c.	Eastern	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
Singapore, Penang, Colombo, Bombay, &c.	St. Albans	Brit.	P. & O. B. I. & A. L.	On 4th inst., Noon.
Singapore, Penang, Colombo, Bombay, &c.	Amoy Maru	Jap.	Osaka Shosen Kaisha	On 7th inst.
Singapore, Penang, Colombo, Bombay, &c.	Chuphing	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., Noon.
Singapore, Penang, Colombo, Bombay, &c.	Tianyang	Jap.	Java-China-Japan-Lijn	About 18th inst.
Singapore, Penang, Colombo, Bombay, &c.	Rague Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
Singapore, Penang, Colombo, Bombay, &c.	Lake Gilpin	Am.	Pacific Mail S.S. Co.	On
Singapore, Penang, Colombo, Bombay, &c.	Mingyang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst., 8 a.m.
Singapore, Penang, Colombo, Bombay, &c.	Kingman	Brit.	Butterfield & Swire	On 7th inst., Noon.
Singapore, Penang, Colombo, Bombay, &c.	Kwaiyang	Brit.	Butterfield & Swire	On 7th inst., 230 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Hai-Ning	Brit.	Douglas Lapsrak & Co.	On 10th inst., 5 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Hai-Ning	Brit.	Douglas Lapsrak & Co.	On 7th inst., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Hai-Ning	Brit.	Canadian Pacific O.S. Ltd.	On 15th inst.
Singapore, Penang, Colombo, Bombay, &c.	Empress Asia	Brit.	Jardine, Matheson & Co., Ltd.	On 4th inst., 3 p.m.
Singapore, Penang, Colombo, Bombay, &c.	President Jefferson	Am.	Admiral Oriental Line	On 9th inst.
Singapore, Penang, Colombo, Bombay, &c.	C. Lopez y Lopez	Span.	Bottle Bros.	On 30th inst.
Singapore, Penang, Colombo, Bombay, &c.	West Coast	Dut.	Struthers & Barry	On 29th inst.

PASSENGERS.

Per *ss. St. Albans*, on October 3rd:—
Mrs. C. Berg, Mr. and Mrs. A. O. Smith, Mrs. R. A. E. Denton and infant, Mrs. G. Todd, Misses J. and G. Todd, Miss M. Shannon, Mrs. J. K. Doughty, Mrs. E. Beaton, Mrs. T. Beaton, Mr. F. Brown, Miss R. Spalding, Miss F. Brown, Mr. Wm. Dixon, Mrs. Fraser, Miss D. Fraser, Miss D. Astbury, Mr. Loh Mee Lung, Mr. S. A. Rahman, Mr. D. G. Wood, Mr. Frank Powell, Mr. J. E. Bart, Mrs. E. N. Savory, Miss E. L. Macfar, Mr. H. L. Chum, Mrs. H. Ton, Miss E. Ton, Mr. K. L. Fitzgerald, Mr. C. Cleary, Mr. Jang Duck, Mr. Young Yim, Mr. Ah Young, Mr. Louis Kin Hap, Mr. Willie Lee, Mr. Ah Ton, Mr. Lai Yip, Mr. Lung Quin, Mr. Young Non Lee, Mr. J. Sing, Miss K. V. Crisp, Mr. M. Kanikichi, Mr. Y. Nishitani, Mr. A. Hutton, Mr. and Mrs. Butler.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Hollip	Kobe
Benderick	Amoy
Chok	Shanghai
Guns-burger, Strandhotel	Shanghai
Yung-sing	Tientsin
Kung-yick	Shanghai
Him-mung, 202, Winglock	Shanghai
Chik-an, 43, Ying-sang Street	Amoy
4382	Amoy
Hang-woo	Shanghai
3293	Tientsin
Uey-mang Kwong-lund	Peking

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Address	From
Norzen	Manila
Horder	Manila
19047/30th	Howard, Palace Hotel
17323/30th	Kagdy
19998/30th	Liere
	Manila

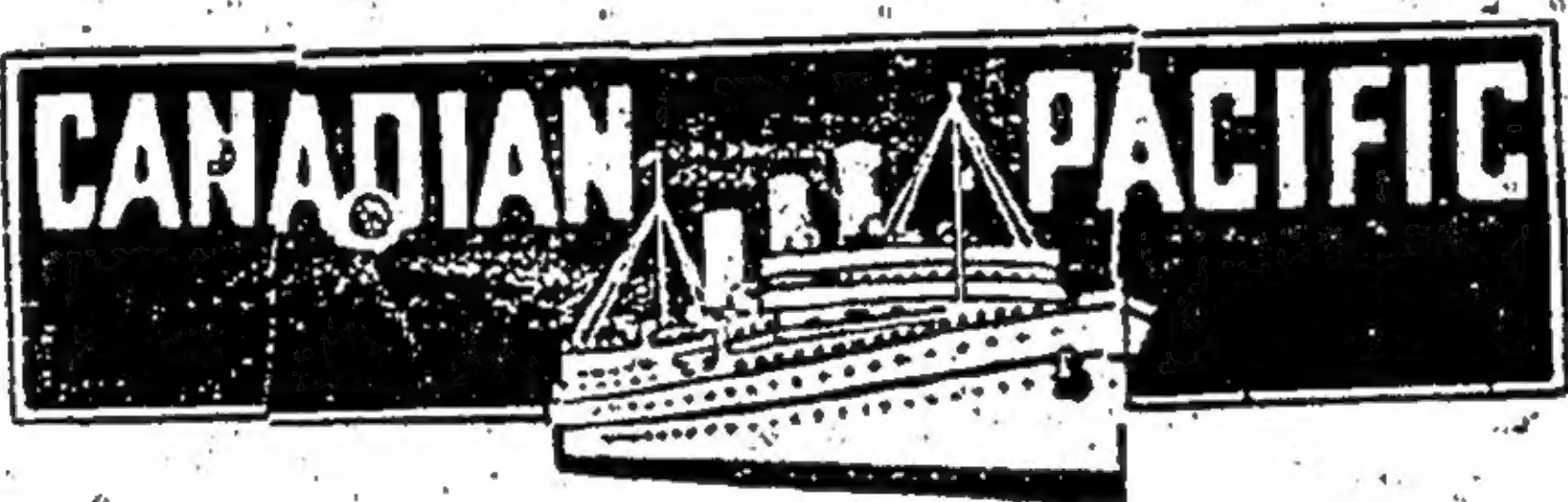
FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.
Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
Is given in the
HONGKONG WEEKLY PRESS
with which is incorporated
"THE CHINA OVERLAND
TRADE REPORT."

Subscription, paid in advance—\$13 per annum for delivery in Hongkong, including postage to any part of the world—\$15.

ON SALE.

HONGKONG HARBOR REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.
Revised by the Members.
PRICE 85.
DAILY PRESS CO. SELL.



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong to Vancouver: 10 Oct. 29
From Vancouver to Montreal: 5 Nov. 12
From Montreal to Quebec: 19 Nov. 26
From Quebec to England: 19 Nov. 26

Pacific Sailing schedule for Next Spring on application:
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets sold.
Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF AUSTRALIA WILL SAIL FROM HONGKONG at DAYLIGHT, FRIDAY, OCTOBER 10th.

HONGKONG-MANILA SERVICE					
From Hongkong	Via Manila	From Manila	Due Hongkong	From Hongkong	Due Manila
Oct. 15	Oct. 17	EXPRESS ANA	Oct. 18	Oct. 20	
Oct. 29	Oct. 31	EXPRESS CANADA	Nov. 1	Nov. 3	
Nov. 12	Nov. 14	EXPRESS RUSSIA	Nov. 15	Nov. 17	

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILES.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP "VAN CLOON"

will be despatched to
SINGAPORE, PENANG and BELAWAN-DELI DIRECT
9th October, 1924.
1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) service
to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to:—
JAVA-CHINA-JAPAN-LYN,
Agents.
Telephone Central No. 1574. YORK BUILDING, CHATER ROAD.

PACIFIC MAIL

STEAMSHIP COMPANY
MANAGING AGENTS—UNITED STATES SHIPPING BOARD
HONGKONG TO SAN FRANCISCO

SHANGHAI KOBE YOKOHAMA & HONOLULU
S.S. "PRESIDENT PIERCE" ... Wednesday, October 8th, at 10 a.m.
S.S. "PRESIDENT TAFT" ... Wednesday, October 23rd, at 10 a.m.
S.S. "PRESIDENT WILSON" ... Wednesday, November 5th, at 10 a.m.
S.S. "PRESIDENT LINCOLN" ... Wednesday, November 19th, at 10 a.m.
Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTIN.	Yosemite
LOS ANGELES	ENTAIL RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS.	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NILGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT TAFT" ... Sunday, October 13th, at Noon.
S.S. "PRESIDENT WILSON" ... Sunday, October 28th, at Noon.
S.S. "PRESIDENT LINCOLN" ... Sunday, November 9th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.
Cable Address: Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overseas common Ports in U.S.A. and Canada.
Through passage rates to Europe via America G.3405, G.3420, G.3440

ITO MARU ... Wednesday, 15th Oct., at 11 a.m.
SEIDZUOKA MARU ... Thursday, 4th Nov., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KATORI MARU ... Wednesday, 5th Oct., at 11 a.m.
ATSUTA MARU ... Wednesday, 27th Oct.
HAMBURG via LONDON & ROTTERDAM.
MATSUYE MARU ... First Half Nov.
LIVERPOOL via MARSEILLES & VALENCIA.
TSUSHIMA MARU ... Monday, 27th Oct.
TAJIMA MARU ... End of Nov.
SYDNEY & MELBOURNE via Manila Ports.
YOSHINO MARU ... Wednesday, 16th Oct.
MISHIMA MARU ... Wednesday, 17th Nov.
NEW YORK & BOSTON via PANAMA.
LISBON MARU ... Thursday, 8th Oct.
BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU ... Friday, 7th Nov.
BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Friday, 10th Oct.
MORIOKA MARU ... Wednesday, 29th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... Sunday, 18th Oct.
JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Monday, 13th Oct.
SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU (omit Shanghai) ... Monday, 8th Oct.
HAKONE MARU ... Monday, 8th Oct.
WAKASA MARU ... Tuesday, 14th Oct.
AKI MARU ... Friday, 17th Oct.
For further information, apply to: NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JEFFERSON" ... Oct. 13th.
"PRESIDENT GRANT" ... Oct. 20th.
"PRESIDENT MADISON" ... Nov. 11th.
"PRESIDENT McKINLEY" ... Nov. 23rd.
"PRESIDENT JACKSON" ... Dec. 6th.

TO EUROPE—£120—£112—£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA
"PRESIDENT JEFFERSON" ... Oct. 9th.
"PRESIDENT GRANT" ... Oct. 21st.
"PRESIDENT MADISON" ... Nov. 2nd.

Through Bills of Lading to all United States and Canadian Overseas Ports, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.
For Passage and Freight Booking apply to:

ADMIRAL ORIENTAL LINE
Hongkong and Shanghai Bank Building (Ground Floor).
Telephone: Central 2677 & 2478. No. 4, Des Voeux Road.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings From Hongkong. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

"CITY OF GLASGOW" 5th Nov. Mars., L'don., A'werp., R'dam. & Hamburg.

"CITY OF LAHORE" 16th Oct. Shanghai and Japan.

"CITY OF LAHORE" 29th Jan. Marseilles, London, etc.

"CITY OF KARACHI" 1st March Do.

"CITY OF KARACHI" 11th April Do.

"TRAFFORD HALL" 11th April Do.

FARES TO LONDON.

Single 1st Class "A" £28. "B" £24. | Single 2nd Class "A" £22. "B" £18. | Cargo Steamers, Saloon Passage—£28.

For further particulars, apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"EURYLOCHUS" via Suez Canal 11th Oct.

"CITY OF RANGOON" via Suez Canal 21st Oct.

"KOSMO" via Suez Canal 31st Oct.

"CALOHA" via Suez Canal 10th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	12th Oct.
ORANTILLY	—	—	28th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	25th Sept.	29th Oct.	23rd Nov.
ANGKOR	9th Oct.	11th Nov.	7th Dec.
ANGERS	23rd Oct.	25th Nov.	21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class £ 95. 0s. 0d. | B CLASS 1st Class £ 83. 0s. 0d.
STEAMERS 2nd " £ 58. 0s. 0d. | STEAMERS 2nd " £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAVRE, ANTWERP

& DUNKIRK about

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of October.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
3, QUEEN'S BUILDING,
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG Capt. W. S. Turnbull | Tuesday, 7th Oct., at 1 p.m.
HAI-NING Capt. W. C. Passmore | Friday, 10th Oct., at 6 p.m.

Arrivals and Departures from the Company's Wharf (near "Blake" Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" 20th November.
S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 8165.
Telegrams: Furness.

(Incorporated in Great Britain)
King's Building.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

[NEW ZEALAND & QUEENSLAND PORTS, RED SEA.]

EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,963	4th Oct., Noon	Marseilles, Cass. Blanca, L'don., Hall and Antwerp.
"PESHAWAR"	7,854	14th Oct.	Mars., London & Antwerp.
"MORRA"	8,813	18th Oct.	Marseilles & London.
"SICILIA"	8,813	28th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	Marseilles & London.
"SARDINIA"	6,884	26th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMALA"	8,098	30th Nov.	Mars., London & Antwerp.
"MANTUA"	10,902	13th Dec.	Marseilles & London.
"BOUDAN"	8,896	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	27th Dec.	Marseilles, L'don. & A'werp.
"MACEDONIA"	11,089	10th Jan.	Marseilles & London.
"SICILIA"	8,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London.
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp.
"MALWA"	10,941	7th Mar.	Marseilles & London.
"KASHGAR"	8,840	21st Mar.	Marseilles, London & Antwerp.
"MANTUA"	10,902	4th Apr.	Marseilles & London.
"KARMALA"	8,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS

"TAIPEI" 8,500 4th Oct., 1 p.m. Singapore only

"TAKADA" 8,849 27th Oct. Singapore, Penang & Calcutta

"TALMA" 10,000 11th Nov. do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,500 29th Oct. Manila, Sandakan, Thursday

"ABAFUBA" 4,000 30th Nov. Island, Foware, Brisbane, Sydney & Melbourne.

"ABAFUBA" 4,000 31st Dec. do.

Frequent connections to Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,840	4th Oct., 10 a.m.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct., Noon	Moji, Kobe & Yokohama.
"TAKADA"	8,849	8th Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	18th Oct.	do.
"TALMA"	10,000	23rd Oct.	Moji & Kobe.
"KARMALA"	8,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,884	1st Nov.	Shanghai & Kobe.
"TILAWA"	10,000	3rd Nov.	Moji & Kobe.
"TAKLIWA"	8,500	13th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"BOUDAN"	8,896	29th Nov.	Shanghai & Kobe.
"ABAFUBA"	4,000	8th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	8,813	27th Dec.	Shanghai & Kobe.

1925

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMALA"	8,098	21st Mar.	Shanghai, Moji & Yokohama.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Langoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

24, Des Voeux Road Central, HONGKONG

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	Notes
SHANGHAI & TSINGTAO	"LUCHOW"	On 4th Oct.	Noon
WAIHAIWAI, CHEFOO & TIEN-TSIN	"NANNING"	On 4th Oct.	4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 5th Oct.	2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 7th Oct.	D.L.
SWATOW & SINGAPORE	"KINGYUAN"	On 7th Oct.	Noon
SWATOW & BANGKOK	"KWEIYANG"	On 7th Oct.	2.30 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 8th Oct.	2.30 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 11th Oct.	Noon
SWATOW & SHANGHAI	"SINGLIANG"	On 13th Oct.	2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 13th Oct.	2.30 p.m.
HAIHOW, PAKHOT & HAIPHONG	"TAMING"	On 14th Oct.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 14th Oct.	2.30 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thera, Is. & Aus. Ports about
"TAIYUAN"	—	5th October
"CHANGSHA"	—	2nd November
		10th October, 10 a.m.
		8th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA"	...	Sails about 30th October.
S.S. "GERANIA"	...	Sails about 23rd November.
S.S. "ROSANDRA"	...	Sails about 30th November.
S.S. "NUMIDIA"	...	Sails about 23rd December.
S.S. "VENEZIA"	...	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	...	Sails about 8th October.
S.S. "PERSEA"	...	Sails about 8th November.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th December.
S.S. "GERANIA"	...	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CAIROUTIA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sails about 20th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "WEST CHOPAKA" Due Hongkong 15th Oct.

U.S.B. "WEST CARMONA" Due Hongkong 18th Oct.

U.S.B. "WEST CARMONA" Due Hongkong 28th Oct.

U.S.B. "WEST CARMONA" Leave Hongkong 30th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.

THROUGH BILLS OF LADING ISSUED TO U.S.

AND CANADIAN OVERLAND PORTS.

TO MANILA, BANGKOK, SINGAPORE, ZAMBOANGA

AND CEBU.

U.S.B. "WEST CAJOT" Due Hongkong 19th Oct.

U.S.B. "WEST JESTER" Leave Hongkong 20th Oct.

U.S.B. "WEST JESTER" Due Hongkong 30th Oct.

U.S.B. "WEST JESTER" Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT.

General Agent for

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